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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MAY 2ND, 1931, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	No. 10 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 Noon	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 20 P.M.	No. 28 P.M.
			O					E				
Kowloon ..... Dep.	6.40	8.05	8.26	9.15	10.10	12.00	1.18	2.35	4.02	4.41	5.35	7.40
Yaumati ..... Dep.	6.49	...	...	9.24	10.24	12.08	1.26	...	...	4.49	5.43	7.48
Shatin ..... Dep.	7.00	...	...	9.37	10.36	12.20	1.38	...	...	5.02	5.55	8.00
Taipo ..... Dep.	7.14	...	...	9.52	10.50	12.33	1.51	...	...	5.15	6.08	8.13
Taipo Market ..... Dep.	7.19	...	...	9.57	10.54	12.37	1.55	...	...	5.19	6.12	8.17
Fanling ..... Dep.	7.30	...	...	10.09	11.04	12.47	2.05	...	...	5.29	6.22	8.27
Sheungshui ..... Dep.	7.35	...	9.05	10.14	11.09	12.52	2.10	3.14	...	5.34	6.27	8.32
Shumchun ..... Arr.	7.41	8.44	9.11	10.20	11.15	12.58	2.16	3.20	4.40	5.40	6.33	8.38
Canton ..... Arr.	...	11.32	...	5.40	...	...	...	...	7.28	...	...	...

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 13 P.M.	No. 23 P.M.
										*
Canton ..... Dep.	...	...	...	7.50	...	...	...	...	4.15	...
Shumchun ..... Dep.	7.17	8.03	9.55	10.34	11.38	2.35	4.28	6.10	7.01	7.11
Sheungshui ..... Dep.	7.24	8.10	10.06	...	11.45	2.42	4.30	6.17	...	7.18
Fanling ..... Dep.	7.29	8.14	10.06	...	11.50	2.46	4.35	6.22	...	...
Taipo Market ..... Dep.	7.40	8.25	10.18	...	12.01	2.56	4.45	6.32	...	...
Taipo ..... Dep.	7.45	8.30	10.22	...	12.06	3.02	4.49	6.36	...	...
Shatin ..... Dep.	7.58	8.43	10.36	...	12.20	3.15	5.03	6.49	...	...
Yaumati ..... Dep.	8.11	8.55	10.48	..	12.32	3.27	5.14	7.01	...	...
Kowloon ..... Arr.	8.17	9.01	10.54	11.12	12.38	3.33	5.20	7.07	7.39	7.54

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DIARY OF LOCAL EVENTS.

To-day.

(August 19.)

Soldiers' Club Championship Billiards Final, 6 p.m.

Lammert's Sale of Stock-in-Trade, Palace Store, Kowloon, 11 a.m.

Queen's Theatre: "Abraham Lincoln."

World Theatre: "The Shadow" (Chinese film).

Star Theatre: "The Divorcee."

Central Theatre: "The Storm."

King's Theatre: "Don't Bet On Women."

Tea Dance at King's Restaurant; Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

Tides:—High at 1.05 and 1.22; Low at 6.53 and 7.22.

Thursday.

(August 20.)

Soldiers' Club Billiard Tournament, final, 6 p.m.

Queen's Theatre: "Crazy That Way."

World Theatre: "The Story of Kin Tan," Part I. (Chinese film).

Star Theatre: "Anna-Christie."

Central Theatre: "Bad Sister."

King's Theatre: "Quick Millions."

Prince's Theatre: "This Is Heaven."

Dinner Dances at Hong Kong and Peninsula Hotels.

Tides:—High at 1.40 and 2.36; Low at 8.15 and 7.55.

Friday.

(August 21.)

Soldiers' Club Billiards Tournament, final, 6 p.m.

Queen's Theatre: "Crazy That Way."

World Theatre: "The Story of Kin Tan," Part I. (Chinese film).

Star Theatre: "Anna Christie."

Central Theatre: "Bad Sister."

King's Theatre: "Quick Millions."

Prince's Theatre: "This Is Heaven."

Dinner Dances at Hong Kong and Peninsula Hotels.

European Mail.—Inward: Europe *via* Suez (Hakusan Maru); Outward: *via* Siberia (Hakusan Maru) 3.30 p.m.

Tides:—High at 2.20 and 4.27; Low at 9.54 and 8.30.

REAL LESSON OF THE "WAR."

92 RAIDS—24 IN DAYLIGHT—AND 55 TONS OF BOMBS.

ABOLITION.

INTENSIVE STUDY OF ITS POSSIBILITY —OFFICIAL.

London, July 24.

The air manœuvres are over. They have provided London's millions—and, incidentally, the Statesmen of the Seven Powers, whose deliberations ended at the same time—with an overwhelming argument in favour of the abolition of air warfare.

Every competent observer now knows what would have happened to the capital of the British Empire if the raids had been the real thing. It is a vision sufficiently appalling by give pause even to the most thorough-going militarist.

This fact gives added importance to a statement by the Under-Secretary for Air, contained an official Parliamentary Report in the unobstrusive form of a reply to a supplementary question by Mr. Mander. It is as follows:—

FOR DEFENCE ONLY.

Mr. Mander: Is a study being made of the possibilities of abolishing military aviation by agreement between all countries?

The Under-Secretary of State for Air (Mr. Montague): Certainly. A most intensive study.

An alternative proposal, also understood to be under consideration, is that heavy bombing machines should be prohibited, but light fighters, which are of use only for defensive purposes, be permitted in limited numbers.

The argument for that course is, that if military machines of all types are banned civil machines could set out on a bomb-dropping raid without fear of effective opposition.

Light fighters, which do not carry bombs, could prevent such raid without being capable themselves of aggressive action on any considerable scale.

WHY IT WAS STOPPED.

The air manœuvres over London and South-East England came to an abrupt conclusion two days before the date planned by the authorities.

Officially, the reason given for their cessation is that "due to the continued fair weather during the first three days of the exercises, sufficient information was obtained to assess the operational efficiency of the units taking part."

And, indeed, it is a sufficient reason. The lesson of 63 hours is one which no thinking Londoner can possibly have missed. No more impressive presentment of the case for the abolition of air war could well have been staged.

There has been a good deal of grumbling on the part of people whose rest has been disturbed and nerves tried (perhaps by reason of war-time memories) because the manœuvres were held over the metropolitan area.

The Raiders' Triumphs.

These complaints are scarcely reasonable. So long as air war is a possibility air attacks on London are a possibility also. And the only place from which to study the implications of air attacks on London and the chances of countering them is London itself.

(Continued on Page 3.)

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Model	Nett Weight	F. O. B. Factory Price	Extras	Packing Shipping Assembly, Delivery	Hong Kong Price
Roadster ... ...2-pass.	2,265-lbs.	G$475	G$87	G$188	G$700
Roadster Sports...4-pass.	2,330-lbs.	495	37	188	720
Roadster Deluxe...4-pass.	2,350-lbs.	590	49	191	830
Tourer ... ... 5-pass.	2,360-lbs.	510	37	188	735
Coupe(3 window)..2-pass.	2,480-lbs.	535	42	233	810
Coupe(5 window)..2-pass.	2,460-lbs.	545	42	233	820
Coupe Sports ...4-pass.	2,555-lbs.	575	54	241	870
Coach (2 doors) ...5-pass.	2,575-lbs.	545	42	233	820
Sedan ... ...5-pass.	2,675-lbs.	635	42	243	920
Sedan Special ...5-pass.	2,715-lbs.	650	44	251	945

Hong Kong Price includes spare rim Right Hand Drive (5.00) Spare Tyre and Tube (12.00) Bumpers (18.00) Export Refinements and Bulb Horn (10.00).

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Piston Displacement 194 Cubic Inches. Wheel-Base 109 Inches.
Speed 50 M.P.H.

Half Ton Chassis (19 x 4.75 Tyres)..1,870-lbs.		G$385	G$37	G$98	G$490
Half Ton Delivery Truck...2,100-lbs.		420	37	193	650

Hong Kong Price includes Right Hand Drive (5.00) Spare Tyre and Tube (12.00) Front Bumpers (18.00) Bulb Horn and Refinements (10.00).

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Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inches. Wheel-Base 131 Inches and 157 inches.
Speed 45 M.P.H.

1½ Ton Chassis 131 W.B. ...2,550-lbs.		G$520	G$40	G$140	G$700
1½ Ton Chassis „ „ DE....2,750-lbs.		545	45	150	740
2 Ton Chassis 157 W.B. DE...2,880-lbs.		590	45	165	800

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AIRWAYS AND AVIATION.

SHANGHAI IS AIR-MINDED!

SOME FACTS FOR SELF-COMPLACENT PEOPLE IN HONG KONG.

AERONAUTICAL OPPORTUNITIES IN CHINA.

[By E. B. BRASIER CREAGH.]

It is an unfortunate thing that our local Flying Club should be in its present position. And it is not inappropriate that Hong Kong people should consider at this time the views held by Shanghailanders, on aeronautical matters.

I have spoken with English, French, German and American airman, even a certain Welshman, and I find among them all an "Internationalism" which is of the air of Shanghai. It is expressed in every walk of life, editors, by business houses and by the women on the dance floors. It can be *seen* in the New Luna Park where captive "seaplanes" swing eternally round their illuminated pillar. Beyond and above all their homeside connections and national sympathies there is this mutual expression of co-operation and purpose. John the Englishman and Sam from the States may undercut each other all day, but at night, or when the pinch comes, they think as one man, and so do Louis, Nikohito, Juan and Ivan.

Where Unity Lies!

Now an unity like this does not occur unless there is an equal and opposite unity from which it may draw power and the obvious cause of their gathering of the class is united China. The stronger China shows herself in opposition, the closer do the units in Shanghai combine. The longer China can be held divided so long shall the international city retain her powers of quicker cohesion. This elementary principle is well-known by both sides, and its influence on aviation is great.

The main occupation of all these airmen in Shanghai is to sell machines to the various leaders of China so that each shall maintain a state of rebellion and prevent unification. China's reply is to induce foreign aviators to spend their time and money teaching China the use of the air by offering them worthless contracts and monopolies.

Aviation, up here, is a thing of the wilds, of weak hastily built runways following blindly the age-old foot-tracks of another dimension. Extend they may, if the undergrowth of bad management and squeeze does not wipe them out of existence, merely because they serve the first great rush of the pulsing renascence of China. But they do not pay. They are not commercial lines planned to act as arteries for the new, industrial era into which China is slowly entering, there is no plan, no foresight about them. As happened in the United States, they are the first aimless wanderings of an organic growth intended by the gardener "Common Sense" (most of them) to be clipped off.

A Petty Understanding.

The internationalism, therefore, of Shanghai I see as a petty, localised understanding between individuals each of whom is striving to get as much as possible out of China, seeking rights, monopolies, personal gain and combining only when mutual danger looms ahead. I see little or none of co-operative effort to build up China as a modern State nor of general desire to allow her free choice of means or method. Shanghai feels that aviation is essential to China because of her lack of other fast communications and her great distances. This is so, but Shanghai superimposes her air routes on existing land and water routes and so she misses the point, searching immediate profits.

Where Airways Pay.

Let us examine the rest of the world. London to Paris, New York to Chicago—the most used air routes to-day—are the worst paying because they compete directly with surface transport, have tremendous demands made on them and must keep their rates low. On the other hand, Pan-American Airways, joining North and South America and perhaps the longest air-route in the world, pays its way and it will not be long before the Imperial Airways route through Central Africa will show surplus of income over outgoings. If there were not the French and Dutch competition, the Imperial Airways Eastern Route would have paid ere now. Why is this? Because the air is of no advantage if it only cuts an hour or two off a day's journey. It is too uncomfortable and novel to most people, its costs are high and luggage must be left behind. But where it turns weeks and months into hours, why, all other considerations fall by the board.

For China.

The most paying line in China might, theoretically, be from Hainan Island to Kalgan! Think what new products such a line could transport from end to end, imagine the saving in cost of these commodities, so great that it would pay to take them by air. Do you know that Hankow never sees bananas? That is the principle which Shanghai has missed. And Shanghai thinks of Hong Kong as out of the picture. She encourages China to set up what amounts to a Taxi service when what is required is a bus route. I blame Shanghai for being selfish, for choosing to neglect Hong Kong, and for wilfully allowing the Chinese to believe that the world does not want her co-operation but only to utilize her to its own ends.

Hong Kong Should Take the Initiative.

The sooner we, in Hong Kong, assume the initintive and offer China her share in the world's air traffic, the sooner will we win her sympathy and give her the confidence in her own abilities of which she shows such a lack to-day. The whole of China's so-called inferiority complex is, I believe, a very natural hesitancy to accept, from one self-styled friend, what she is sure, from past experience, will be offered her cheaper, by another if she waits long enough. It is idiotic of these airmen to go on as they do, without thought, without policy, and with little chance of eventual gain. They must already know this for, I am assured, the air-lines are on the verge of bankruptcy.

An International Flying Club.

On the other side there is a bright ray. High up in the Shanghai Bank Building is centred a small group of enthusiasts—old flying men of all nations. They have

(*Continued on next Column.*)

A RAY ROAD FOR AIRCRAFT.

GUIDED FLIGHT OF 600 MILES.

[BY AN AIR CORRESPONDENT.

Manchester, July 17.—An invisible "ray road," along which aeroplanes and airships can be guided safely at any altitude, is the latest invention which was tested here to-day.

It promises to revolutionise aviation by making the skies safe even through cloud, bad visibility, or fog.

I flew to Bristol and back, some 600 miles, to-day, along this unseen beam with the inventor, Mr. R. C. Galleti, an Italian, now associated with a well-known Lancashire engineering firm, in an air-taxi provided by Northern Air Lines Ltd.

The beam was transmitted from a tower on the roof of Ferranti's Hollinwood works, and before the pilot in the aeroplane was a wooden box wherein lay part of the secret—the other part was in the tower a few miles away.

"Cheep, Cheep" In Clouds.

Through head-'phones could be heard a "cheep, cheep," which indicated that the beam had been found. The 'plane climbed 4,000ft, and through the clouds went with us that "cheep, cheep," like a bird greeting the dawn.

Coming back along the same "highway" at 12,000ft over the Severnthe beam was roughly measured to be 4 metres wide or less. Then down to 1,500ft, further on it was the same.

When the beam is commercially plied, night flying, fog flying, and long-distance flying will assume new importance. With such a guide an Atlantic air service becomes a practicable proposition.

If, 140 miles from the transmitter, to-day signals could be picked up as strong as at the source, with the use of only one valve, what could not be done by a multi-valve receiver in Australia?

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nothing to sell but good fellowship, nothing to ask but permission to fly their own machines. For ten years this devoted group has identified itself with Chinese aspirations, meddled in no ones affairs and maintained that fine spirit for which war-time pilots were justly famed. And now comes the hope. There has been made quite recently, a suggestion by leading Chinese flyers, elderly men who have passed through the fire of National Regeneration, that a true International Flying Club be formed at Shanghai. Chinese management is naturally stipulated, but our old-timers have been invited to co-operate both in committee and in memberships, and they accept.

Here is the spirit of New China, forging ahead and clasping hands, as it always will, if left alone, with the unpretentious west. Would it not be a graceful gesture for our Hong Kong Club to sent North a message of encouragement and goodwill?

BRITISH FLYING NEWS.

THE SCHNEIDER TROPHY: NOW AND SIX YEARS AGO.

AERO-ENGINES AND MISS ENGLAND II.

LONDON'S FLYING BUSMEN.

Less than eight years ago an American pilot, Lieutenant Rittenhouse, won the contest for the Schneider Trophy, the supreme international speed air event, at an average speed of 177.38 miles an hour. Before the next contest, in 1923, there were many ardent discussions about speeds likely to be attained. Opinions were sharply divided about the possibility of getting much improvement and more than one British aeronautical journalist will have a vivid recollection of an expert who laid it down without qualification that the limit of speed over a circuit was somewhere in the neighbourhood of 220 m.p.h.

That was six years ago. To-day the world's speed record stands at 357.7 miles an hour and a British seaplane won the last Schneider contest at 328.63 m.p.h. But the glimpse back lends additional interest to the performance achieved in official tests by Fairey "Firefly" single-seater fighters intended for Belgian air regiments. Carrying full military load, these graceful biplanes attained a maximum velocity in level flight of 223 miles an hour. Thus does everyday practice tread close on record or "stunt" performance, and nowadays British aircraft constructors are turning out in large batches service aircraft any one of which could have outstripped all competition in the Schneider Trophy contest of only six years back.

KAYE DON'S AERO ENGINES.

Kaye Don's new water record in "Miss England II.," an average of 110 miles an hour over the speed course on Lake Garda, is even more a triumph for British aero engines that for the boat itself. Three months ago, on the river Parana near Buenos Aires, he set the world's record at 103.49 miles an hour, though hampered by the heat and the rough and swollen waters of the river. A little later on Commodore Gar Wood, the American speed-boat racer, got within a decimal point of Kaye Don's figures, and it was decided to attempt to set a higher record in cooler waters.

Since the boat arrived back in Europe certain alterations have been made to the cooling systems of the two Rolls-Royce racing aero engines, each developing approximately 2,000 h.p., and to the driving mechanism. Now on the cooler waters of the Italian lake the boat has shown speed more nearly representative of its designed performance, though there is little doubt that it can move considerably faster still and further runs over the speed course are being talked about.

AIRMINDED BUSMEN.

London busmen have taken the lead among British working men in

(*Continued on next Column.*)

WOMEN CAST EYES ON ATLANTIC.

FOUR AMERICANS PREPARING FOR OCEAN FLIGHTS.

New York, Aug. 10.—It was revealed here to-day that Miss Elinor Smith, one of America's most noted aviatrixes who recently established new altitude records for women, has been preparing secretly to attempt a non-stop flight from Harbour Grace, Newfoundland, to Paris.

With Miss Smith several other aviatrixes are preparing to make nonstop flights across the Atlantic ocean. Miss Laura Ingalls is completing her plans and Miss Ruth Nichols, recovered from recent injuries, is also anxious to reattempt her trans-Atlantic flight which was interrupted last month when her plane cracked up at St. Johns, Newfoundland, after a successful flight from New York.

Mrs. Geraldine Lofredo, wife of a photographer of Buffalo, New York, has obtained the use of the monoplane Liberty, in which Messrs. Helgar Hoiriis and Otto Hillig recently flew from America to Copenhagen, and she will attempt a nonstop flight to Rome.

ALEXANDER THE GREAT

TOMB FOUND BY MR. HOWARD CARTER.

A message has been received in Rome from Alexandria to the effect that Mr. Howard Carter has succeeded in identifying there the site of the tomb of Alexander the Great, which he places where the Pompey column stood. Mr. Carter is confident that the tomb has not been violated.

Mr. Howard Carter, the co-discoverer with the late Lord Carnarvon of the tomb of Tutankhamen, has been engaged since last October in efforts to locate the tomb of Alexander the Great, who died in Babylon in 323 B.C., and is reputed to have been buried in Alexandria in a golden coffin.

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getting together to form a flying club. Fifteen hundred of them, out of 27,000 employees of the London General Omnibus Company, have enrolled as flying members and the club's first machine has begun instructional work at Broxbourne, an aerodrome near London chosen to be the north-east centre of the new organisation. Some time towards the end of this month the new club will hold an official opening meeting, when it is hoped that at least one club trained member will be able to fly solo.

Finance of the organisation, naturally the chief difficulty, was decided after careful examination of costs on the basis of a subscription of sixpence a week from all members and flying charges of five shillings an hour. These moderate fees should enable the club to run at least two aeroplanes and to secure the services of an instructor, a ground engineer, aerodrome accommodation and a club house.

Driver Godwin, of East Ham, is the leading spirit of the busmen's club. He initiated interest some time ago by arranging for parties of busmen to take joy-rides in a big air liner and for a few of them to have trial instructional flights. In a few years' time he may be regarded as the founder of one of the most important movements in private flying. Where the 'bus drivers and conductors have led other working men will surely follow.

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"BAD SISTER"

featuring

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Directed by

HOBERT HENLEY

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THE SILVER SCREEN.

QUEEN'S THEATRE.

"ABRAHAM LINCOLN."

D. W. Griffith, whose "Abraham Lincoln" is at the Queen's Theatre, with Walter Huston cast in the title *rôle*, came across an interesting Lincoln story while he was filming the picture at the United Artists studios in Hollywood.

The compiler of the "Dictionary of Congress," desiring a biography of Lincoln for publication in 1858, sent the gaunt Illinoisian the usual request for a sketch of his life. He received the following reply:

"Born February 12, 1809, in Hardin County Kentucky.

"Education defective. Profession, a lawyer. Have been a Captain of volunteers in Black Hawk War. Postmaster at a very small office. Four times a member of the Illinois Legislature and was a member of the Lower House of Congress.—Yours, etc.,

A. LINCOLN."

"CRAZY THAT WAY."

The *rôle* of Ann Jordan, which Joan Bennett portrays in the Fox Movietone production, "Crazy That Way," directed by Hamilton MacFadden, has much in common with her own life. In the screen play, Miss Bennett is a daughter of wealth who has a score of admirers but cares for none of them.

In the life of Hollywood Miss Bennett is courted by many but cares for none of them. Her chief pastime when away from the studios is visiting neighbouring theatres and watching others on the screen.

"Crazy That Way" marks Miss Bennett's sixth leading screen *rôle* since coming to Hollywood just a year ago. Her debut on the screen was the leading feminine *rôle* with Ronald Colman in "Bulldog Drummond." She also played opposite George Arliss in "Disraeli."

"Crazy That Way" is in adaptation of Vincent Lawrence's successful stage play, "In Love With Love."

Kenneth MacKenna, Regis Toomey, Jason Robards Lynn and Lumsden Hare are in prominent *rôles* in the production.

KING'S THEATRE.

"DON'T BET ON WOMEN."

"Women is man's greatest enigma," and if anyone doubts the wisdom of this time-worn adage a visit to the King's Theatre, where the Fox Movietone comedy, "Don't Bet On Women," is now playing, will quickly set his mind at ease and afford him an hour of laughs at the expense of the male sex.

Here is a subtle and sophisticated comedy of love on a yacht and in a drawing room, with Edmund Lowe, the screen's great heart-breaker, in the leading *rôle*, co-featured with him is the delightful star, Jeanette MacDonald, comedy who was seen here in "Oh, For A Man." The cast includes such masters of comedy as Roland Young and J. M. Kerrigan as well as Una Merkel, who again lives up to her reputation as the funniest flapper on the silver sheet.

The story concerns a man-about-town, who, when he remarks that he can kiss the first woman who crosses his path. Great is the embarrassment when that women turns out to be the attorney's wife. When they discover that the wife knows of their bet they are on the verge of calling it off, but she insists that the bet is on. She revels in the opportunity to study love-making from a master, but instead of learning anything she teaches them both the danger of betting on women. William K. Howard directed the picture from an original story by William Anthony Meguire.

"QUICK MILLIONS."

The medical profession lost a surgeon but the stage and screen gained an excellent actor when Spencer Tracy, at the ripe age of 18, cut classes at Marquette University in Wisconsin, and got himself a job in a local stock company in the neighbouring city of Milwaukee.

He worked long enough to discover that he knew little of acting, and so enrolled in the American Academy of Dramatic Art. After a year he obtained a *rôle* in "R.U.R.", a Theatre Guild production, and played it for six months.

Seeking more experience, he joined a stock company in White Plains, N.Y., enacting a wide variety of *rôles* ranging from leading men to aged grandfathers.

His work attracted favourable attention and he was selected to play the heavy in "The Royal Fandago," in which Ethel Barrymore was starred. Next came another season in stock with Stuart Walker in Cincinnati, and then the Theatre Guild recalled him for an important *rôle* in "Ned McCobb's Daughter," "Conflict," "Nigger Rich" and "Bread," established him as a Broadway favourite and he won his stardom in "The Last Mile." From there he went to Fox, his picture being "Up The River."

His second, "Quick Millions" is a Fox Romance coming next to the King's Theatre, in which he has the principal *rôle*. Others prominently cast include Marguerite Churchill, Sally Eilers, Robert Burns, John Wray, Warner Richmond and George Raft. Bowland Brown co-authored the story with Courtenay Terrett and also directed.

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There was a young lady from Athens
Who hand-painted China just lovely
When people said oh
She said I don't care
You don't get paid much for it anyway.

UNA MERKEL
THE FUNNIEST FLAPPER ON THE SCREEN

But take a tip from Tallulah it's always the dumb ones who get their man—

SHE'S ONE LONG GIGGLE IN THIS MAD MERRY LOVE COMEDY

DON'T BET ON WOMEN

EDMUND LOWE with JEANETTE MacDONALD
FOX PICTURE
Directed by WILLIAM K. HOWARD

—NEXT CHANGE—
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SPENCER TRACY
in
Quick Millions

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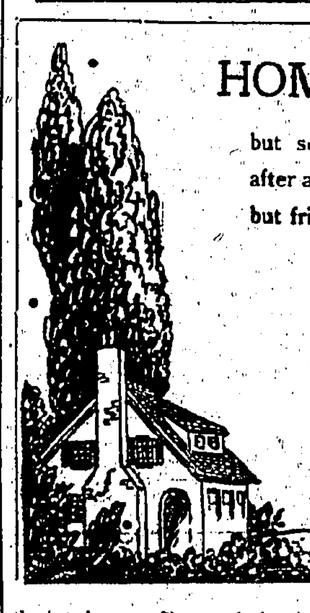

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REAL LESSON OF THE "WAR."

(*Continued from Page 1.*)

The ordinary man is not much concerned with the detailed reports issued by the Air Ministry. He has watched the invincible progress of "bombing" squadrons in broad daylight over his crowded streets, his traffic centres, his most important military points; and he has realised the immense strides which military aviation has made since the rare daylight raids of the war, carried out by squadrons of relatively insignificant attacking power.

London's Defences Pierced.

He has seen for himself the tremendous difficulty of repelling attacks by modern night bombers, which have pierced the defences time after time in spite of all the improvements which the years of peace have brought to apparatus for their quick detection.

He may derive what consolation he can from the Air Ministry's statement that 84 enemy machines were "destroyed"; that 20 of the 24 daylight raids—and 24 daylight raids in three days is something to think about—were intercepted "on the outward or inward journey," and that 39 out of 68 night raids by single machines were also intercepted.

What will weigh with him is the knowledge that in actual warfare the happenings of these manœuvres would have made London an impossible place to live in.

The Air Ministry estimates that in the raids on London a total of 61 tons of high explosive bombs would have been dropped, as well as 14 tons of incendiary bombs. It is also held that 69 of the "Redland" fighting aeroplanes (*i.e.*, London's defenders) were "destroyed."

The principal objective of the raiding bombers was the West India Docks. These were repeatedly attacked, eight successive raids being made during Wednesday night alone, and it is a fair conjecture that in actual practice they would have been wiped out.

The Air Depot at Kidbrooke, near Blackheath, well-known to dwellers in South-East London by reason of its tall wireless masts, was also repeatedly bombed, as were the Associated Aircraft Works at Wormwood Scrubs, and even the "Redland" nerve centre, the "Duke of York's Headquarters."

A glance at the map will show what this means. It means that no part of London could be guarded.

The Air Ministry, however, points out that in exercises like these it is not possible to assess the effect of air combats or say whether those effects would cause the bombing pilots to abandon their tasks. Consequently it must not be assumed that all the bombers which reached their target would have done so in reality. Moreover, anti-aircraft artillery took no part in the manœuvres and the effect of its fire has not been considered.

Three Days Incessant Flying.

It is a great tribute to the wonderful efficiency of the Royal Air Force that 23 squadrons, including two of the Auxiliary Air Force, have been flying, almost incessantly, for three days, without a single mishap.

The bombers have been making long raids at heights of anything up to 16,000ft., while the fighter squadrons have been constantly on the alert, ready to take off at a few seconds' notice, and rush to the defence at speeds of 300 miles per hour and more.

(*Continued on next Column.*)

CONGO REVOLT QUELLED.

INCITEMENT BY DEVIL WORSHIPPERS AGAINST EUROPEANS.

Johannesburg, July 23.—It is officially announced that the Congo revolt is nearly quelled, though the almost unexplored country makes authentic news difficult.

It is now stated that several Europeans have disappeared and that their fate is still unknown.

Communication between Kasai and Kwango has been completely cut off. Runners were despatched from Kasai but vanished.

The insurgents, who belong to the Bapende tribe, inhabit a dense equatorial forest region, penetrated only by a few missionaries, officials and traders and are consequently practically untouched by European.

An aggressive attitude to Europe has been fostered by a secret sect of devil worshippers, known as Lupelepele, who have a representative in each village, reputed to be the local agent of Satan, conveying his commands to the villagers.

By the nightly placing of food in cemeteries the Lupelepele induced the villagers to believe that Satan was feeding them and that they were thus independent of Europeans. Troops are now occupying strategic positions and have cut off fugitives.

153 Aircraft "Destroyed."

The work of the two Auxiliary Air Force Squadrons, Nos. 602 and 604, has been particularly good. These squadrons are manned by civil pilots, many of them amateurs. They have regular R.A.F. instructors.

On raids they have flown with a precision and skill that have won the admiration of the regular Air Force pilots.

Of the total number of raiders by Auxiliary and Regular squadrons, 24 were made by whole squadrons of nine aircraft each, and 68 single night bombers.

Anti-Aircraft Guns Not Employed.

The daylight operations of the final phase of the exercises yesterday opened with a raid by No. 12 Squadron on West India Docks. The machines were intercepted over Horsham by a lone single-seater fighter of the newest and fastest type. This lone machine, owing to its high performance, was able to attack the hostile aircraft without itself being brought down. The Blueland machines were also attacked over Kenley by formations of fighters.

It is impossible to assess what damage would have been done to London during the Exercises, because anti-aircraft guns were not co-operating, and the restrictions as to flying height over London prevented special low raids being made anywhere, except at aerodromes.

On the whole, however, it seems that the defences did well, and their total of 84 Blueland bombers destroyed in aerial combat against 69 Redland fighters lost indicates a high degree of efficiency on the part of the squadrons concerned, as well as of the Observer Corps.

The Observer Corps is recruited from special constables, and it is upon them that the responsibility of issuing the first warnings of approaching raiders fall. They are stationed out in fields over the south-east country, and they telephone to headquarters reports of the approach of raiders. The Territorial Army units co-operating have also done good work and are specially mentioned in the final Air Ministry *Communiqué*.

The chief adverse criticism of the Exercises is that the anti-aircraft guns were not taking part. It is essential that, on future occasions, these importance in the total system of defence, both as a means of bringing down raiders, and of warning our own aircraft of their position cannot be over-estimated.

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"ABRAHAM LINCOLN"
with
WALTER HUSTON
and
UNA MERKEL

— ADDED ATTRACTION —
LOCAL SPORTS NEWS

—TO-MORROW—

The same way over many but only that way over one. Just a big hearted girl with a one way mind in this all talking Fox Movietone comedy—

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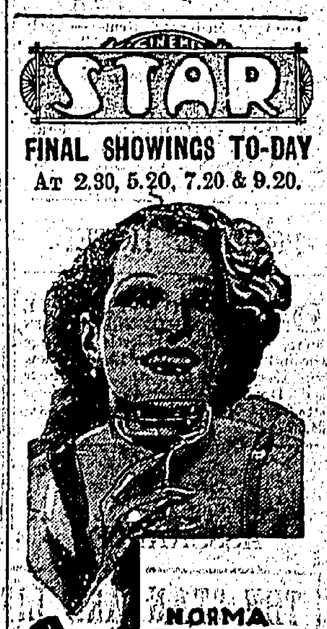

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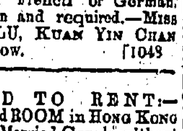

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MORE LABOUR J.P.S.

LORD SANKEY DEFENDS HIS APPOINTMENTS.

In the House of Lords the Duke of Montrose charged the Lord Chancellor (Lord Sankey) with "attaching undue importance to political opinion in the appointment of magistrates."

In reply, Lord Sankey admitted frankly that political opinion did enter into his appointments.

"I am satisfied," he said, "that there are not sufficient magistrates holding Labour views, but this injustice will be remedied. An endeavour is being made to include on the benches men and women of different points of view and different grades of society, and to remedy the evil, wherever it may exist, of having magistrates all of one class or of one political view."

He also insisted that a sufficient number of women magistrates should be appointed.

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On View From THURSDAY, the 20th August, 1931.

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ETON O.T.C. PARADE.

PRAISE FROM MAJOR-GENERAL CORKRAN.

Windsor.—The Eton College Officers Training Corps was inspected by Major-General Corkran, Commanding the London District.

The battalion paraded 550 strong under Lieutenant-Colonel J. D. Hills. The colours presented to the Corps by the King were carried by Cadet Officer K. M. Payne (King's) and Cadet Officer J. N. Hogg (Regimental).

The Inspecting Officer was received with a general salute, the drums and fifes of the 1st Battalion Coldstream Guards being in attendance. There was a large company present, including the Provost (Dr. M. R. James), the Vice-Provost (Mr. C. H. K. Marten), and the Headmaster (Dr. C. A. Alington).

The battalion presented a smart appearance. They were first inspected in line, and then marched past in columns of companies, returning to the saluting base in close column order.

Following the march past, the various companies were inspected in weapon training, machine-gun work, and numerous other movements. At the close Major-General Corkran addressed the battalion, and complimented them on their smart appearance and movements.

CANTON PREPARES FOR VICTORY.

OFFICIALS FOR TOWNS TO BE CAPTURED.

[CENTRAL PRESS.]

CANTON, Aug. 17.

Special commissioners from the Ministry of Finance will accompany the expeditionary forces in order to supervise and rehabilitate the financial administration of those towns that are going to be captured by the Nationalist troops.

The National Government at Canton has already organized a field-commission to take charge of all the civil affairs. The members of the committee have been duly appointed by the National Government, and will be dispatched together with the troops to the war areas.

As the Ministry of Finance is the highest financial organ of the National Government, the Finance Minister, Mr. Teng Shiu Yim, has decided to send some of the financial experts of his ministry to the war areas to take charge of the financial affairs of those towns that will be conquered by the Nationalist troops.

It is learned that the first batch of this commission will include five financial experts from the Ministry.

CANTON BUSINESS TAX.

[CENTRAL PRESS.]

CANTON, Aug. 19.

The officers appointed to take charge of the collection of business tax in Canton, who assumed office last Friday, started work yesterday.

It is reported that taxes will be collected on shops or commercial houses whose registered capital exceeds $5,000.

The Department of Finance has instructed the magistrates of all the districts throughout the province to establish branch offices in their territories for the collection of the tax which will come into operation on September 1.

FUNERAL OF MRS. SOONG.

LAID TO REST AT SHANGHAI.

(Wah Tse Yat Pao.)

SHANGHAI, Aug. 18.

The funeral of Mr. T. V. Soong's mother took place to-day at Shanghai. A large number of prominent Nanking leaders, including Marshal Chiang Kai Shek, who suddenly arrived at Shanghai last night from Kiangsi *via* Nanking without previous notice, attended the funeral.

SALARY CUT FOR JUDGES.

COMPROMISE MADE IN AUSTRALIA.

Melbourne, Aug. 12.—The knowledge of law possessed by the judge of the High Court proved for a while a stumbling-block in the way of the Government's efforts to secure all round economy.

The Federal Prime Minister, Mr. J. H. Scullin, suggested that the Judges of the Federal High Court should make a contribution to the common cause by voluntarily accepting a reduction in their salaries. Several judges, including the Chief Justice, however, pointed to a clause in the Commonwealth constitution which prohibits the reduction of judges' remuneration and they stated that they felt themselves unable to agree to do anything in contravention of the constitution.

But having brought this obstacle to economy to the notice of the Government, the judges did not find it beyond them to discover a way out. There was nothing in the constitution, they pointed out, stipulating that judges must draw travelling allowances and these they expressed their willingness to forgo.

Three other judges, however, have adopted a different expedient. They are paying £750 each annually into the Treasury, this sum representing twenty-five per cent. of their salaries.

HIS 200TH WIFE.

ZULU "NAPOLEON'S" NEPHEW TO WED.

Capetown.—Ten thousand Zulus are expected to gather at the Royal Kraal, 200 miles from Durban, when Solomon Dinizulu, the Paramount Chief, and a direct descendant of Tchaka, Zulu Napoleon," who died 100 years ago, will be married.

The ceremony occupies three days and consists of feasting on hundreds of cattle, beer-drinking and dancing.

A message from Durban states that this will be Dinizulu's 200th wife. For the first time in history a film will be taken of the ceremony.

DEMPSEY SEEKS DIVORCE.

ON GROUND OF MENTAL CRUELTY!

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Aug. 17.

On the ground of "mental cruelty," the famous ex-heavy-weight champion of the world, Jack Dempsey, has filed a divorce petition against his wife, Estelle Taylor, at Reno, Nevada, the notorious divorce market.

JUNE'S DIVORCE.

NOT RECOGNISED IN BRITAIN.

[THROUGH REUTER'S AGENCY.]

RENO, Aug. 17.

Lady Inverclyde, better known as the actress June, has obtained a divorce from Lord Inverclyde, which, however, is not recognised by the English courts.

"More Nervous Than On First Night."

RENO, Aug. 18.

"I was more nervous than on a first night," declared June when interviewed by Reuter after her divorce. She said she intended to abandon the London stage and settle in California, which suited her health, and marry the producer Lothar Mendes as soon as the legal position of her divorce was settled. She also intends to become an American citizen.

June hopes to take up film work in America.

LIBERIA SLAVE INVESTIGATION.

EXPERTS RETURN TO GENEVA.

[BRITISH WIRELESS SERVICE.]

RUGBY, Aug. 17.

The experts appointed at the request of the Liberian Government, following an international report on slavery in Liberia, to investigate the assistance which could be rendered to the Government in introducing reforms, has returned to Geneva and is preparing a report for submission to the special League Commission to be presided over by the British Foreign Secretary, Mr. Arthur Henderson.

SPAIN RENOUNCES WAR.

NEW CONSTITUTION RELEASED FOR PUBLICATION

[THROUGH REUTER'S AGENCY.]

MADRID, Aug. 18.

The new Spanish Constitution, released for publication last night, solemnly renounces war as an instrument of national policy, affirms the right of ownership of private property, and establishes a single-chamber Parliament.

The curious feature is the safeguard whereby Parliament is prevented from dominating the President, and *vice versa*, by each party having the right of appeal to the electorate and to dissolve the other.

PARAGUAY STRUCK BY CYCLONE.

FOUR HUNDRED HOUSES DESTROYED.

[THROUGH REUTER'S AGENCY.]

BUENOS AIRES, Aug. 17.

Paraguay has been struck by a violent cyclone which destroyed over four hundred houses at Asuncion, the capital. Several are reported to have been killed, while the number of injured runs into hundreds.

Immense damage has also been done at Villa Rica Bocayaty and other districts.

Communications are interrupted and fuller details of the disaster are difficult to obtain.

SAD COMMENTARY ON CHINA.

FURTHER DEVELOPMENTS IN HANSKE OUTRAGE.

Swatow, July 30.—An interesting commentary on what happens to foreigners and foreign firms unprotected by extraterritoriality is afforded by recent developments of the Hanske case.

It will be remembered that on August 31, 1930, Mr. Hanske, an employee of the German chemical fertiliser company, the Deutsche Stickstoff Handelsgesellschaft, accompanied a shipment of 300 bags of Sulphate of Ammonia from Swatow to Chao-an, a place on the Fukien-Kwangtung border. The cargo was confiscated and Mr. Hanske, after being thrown on the ground and his hands tied, was marched round the town with a foolscap on his head and an automatic pistol pressed into the small of his back while being pelted with filth and jeered at by the mob. He was kept prisoner for about 10 days

(Continued on next Column.)

YANGTSZE VALLEY FLOODS.

APPEAL FOR WHEAT ON CREDIT.

WASHINGTON, Aug. 17.

The Chinese Government have asked the United States Government what quantity of wheat is available in America on credit, for the relief of flood victims along the Yangtsze Valley and elsewhere.

GRUESOME SIGHT AT HANKOW.

600 BODIES RECOVERED FROM FLOODED DISTRICT.

Hankow, August 8.—It is reported by the police authorities of the flooded areas at the back of the business section of Hankow that 600 bodies have already been gathered by the men sent out to perform this task. It will be a long time before the work is completed, as witness the fact that one of the boats carrying relief to the folk on the embankment struck the mat roof of a submerged house. The impact carried away a large section of matting and three corpses at once rose to the surface of the water. Hundreds must have made for the upper stories and have been trapped in this way.

The foreign community is settling down to bear its ills as best it can. Horses are taken out for exercise in the flooded streets by energetic riders of both sexes. Tennis is being played on the roof of at least one godown. Punting and rowing have their attractions, one young lady usually going about in a sampan vigorously rowed in Chinese style by herself while the boatman rests at his ease. Wading has lost its charms even for the Chinese as the water has become more filthy. There has been a rise of another two inches here, and reported rises at Chungking and Ichang, leave no hope for an immediate improvement. Wet weather adds to the general discomfort even for those who have houses

Clinging to Property.

Out on the dyke and railway embankment the relief workers find that many people would be quite willing to move provided all their remaining belongings are taken too. They will not respond to invitations to move without what they have saved. The authorities have therefore arranged to send a fleet of boats to move the folks and their belongings to various points where they can squat, or from which they can make a trek into the country. But the continuous rain and the steady accumulation of water inland is becoming a serious menace. Word arrived, for example, from Sinokan, 60 miles away, this morning that the breaking of a small dyke has meant the inundation of many houses in the city. So rapid was the rise of the water that folks who ran out with a few things to the higher ground, found themselves up to their waist in water when they came for a second load. Under these circumstances there is a steady trek of refugees from the country to Hankow which counterbalances the number who try to leave.

At present the Benevolent Halls and others have met the need for rice-gruel and bread very well. In fact the crowds on the embankment yesterday said that they had enough food but that they could not eat it because they had neither water nor tea.

---

and then released after protests had been made by the German Minister. The confiscated cargo was not released.

Negotiations for the recovery of the 300 bags of Sulphate of Ammonia continued until July 13 last and only then was permission given to remove it from Chao-an. Though the local magistrate had admitted that Mr. Hanske had complied with all the necessary requirements in the matter of passports, and import regulations, and that the boycott of foreign chemical fertilisers was unauthorised and illegal, the cargo was not released until the following fines and charges were paid:—

(1) Fees to the Native Customs (!) Office—$250.

(2) Storage charges for 10 months at $100 a month—$1,000. (A reasonable charge for storage would have been $10 a month).

(3) Contribution by the D.S.H. to the local park and recreation ground—$600.

(4) Contribution by the German agent in Chao-an to local charities $1,200. (This is probably also paid by the D.S.H.).

In all, for the ransom of approximately $6,000 worth of cargo, $3,050 was paid. Nevertheless the boycott of foreign fertilisers continues. The Municipal government is now entirely composed of sympathisers with the Canton party. But as it is expected that Nanking troops may come South at any time, the present occupants are not feeling very secure.

It is necessary for them therefore to make hay while the sun shines and recover the amounts they had to pay for their jobs as quickly as possible. This they are doing, and Chinese merchants and public utility companies are receiving demands for the immediate payment of levies.

RABIES DANGER.

QUESTIONS AT THE SANITARY BOARD MEETING.

ANSWERS TO MR. M. K. LO'S QUERIES.

Important questions relating to dogs and rabies in Hong Kong were asked by Mr. M. K. Lo at the fortnightly meeting of the Sanitary Board, held yesterday afternoon.

Mr. G. R. Sayer, Head of the Sanitary Department and President of the Board, was in the chair, and there were also present the Hon. Mr. H. T. Creasy, D.P.W., Dr. G. W. Pope, M.O.H., Dr. W. V. M. Kock, Dr. R. A. de C. Basto, Mr. M. K. Lo, and Mr. J. H. Gelling (Secretary).

The Chairman called upon Mr. M. K. Lo to ask the questions, notice of which had been previously given to the Board.

Mr. M. K. Lo: "In view of the reported re-appearance of one case of rabies in Kowloon, will the Head of the Sanitary Department be kind enough to ascertain from the proper Authority, and state for the information of the public what is the maximum period within which a dog can live after showing clinical signs of rabies?"

The Chairman: "That depends on the maximum length of life of the dog, for the dog may recover."

Mr. M. K. Lo: "Is the following advice, contained in 'the Practice of Medicine in the Tropics' (edited by Byam and Archibald) Vol. III., page 2212, sound?:

"The Biting Animal. Do Not Destroyed It, but keep it under observation until definite symptoms of rabies have developed, or for a period of ten days.

"If at the end of this period the animal is still alive and well, then it cannot have conveyed infection; the bitten person is free from risk, and if treatment has commenced it may be discontinued."

The Chairman: "Yes, if the figure 'fourteen' is substituted for the figure 'ten,' and if the reference is only to dogs which have not been vaccinated against rabies."

Mr. M. K. Lo: "After a dog has been injected with anti-rabies vaccine, and then shows signs of that disease, does the period of ten days mentioned above hold good? If not, what should be the period of detention and observation in such a case?"

The Chairman: "The advice does not hold good against dogs which have been vaccinated against rabies. The period of detention and observation in such cases is from 12 to 18 months."

Mr. M. K. Lo: "In the interests of public safety, is it the practice:

(a) to keep a dog bitten by a rabid dog in quarantine for observation, and

(b) if so, what is the period of such quarantine?"

The Chairman: "The answer to (a) is in the affirmative. With regard to (b) the period is six to eight months."

The remainder of the business of the Board was of a purely routine nature.

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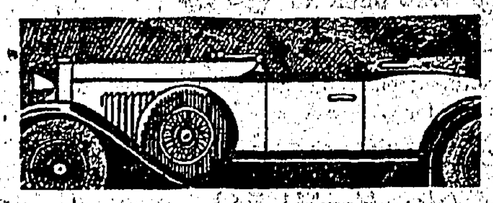

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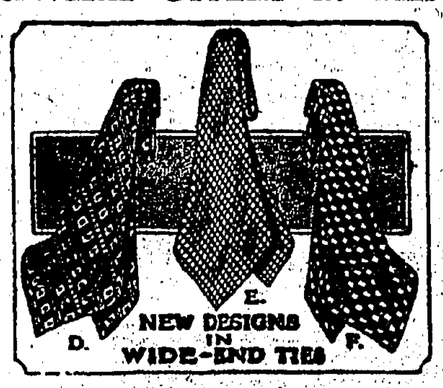

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ON LOVE.

CONSIDERED NOT TOO DEEPLY.

[By TINDAL KING.]

My dictionary tells me that one definition of love is *nothing*, as in tennis, billiards and some other games, but its editor being a Scotsman the said dictionary has many sly jokes, and this is possibly one of them. Another—*splendide mendax*—he has rendered "lying in state," which may be true perhaps of the Divorce Court but is otherwise hardly applicable to the subject of this article.

And yet there is a truth in the statement that love is nothing. Has any poet, for instance, ever told us really to our satisfaction what love is? We are told what it is *like*, but is it not left to each of us to discover for ourselves what it is, only perhaps to find out what it is not, or rather, not what we thought it was? I think so, as the absent-minded curate said when asked if the two children at the end of the room were his!

Calf Love—and Lucky Youth To-day.

Take youth's experience of what is called rather callously calf-love. It is often centred on someone considerably older than himself, and we have in *Young Woodley* a poignant picture which those who saw the play will not easily forget. That kind of love must obviously vary with the social conditions of the age, and, I believe most early Edwardians—to think that I should have lived to describe myself thus!—will agree with me that the Georgians are probably very much better off than we were in this respect. By which I mean they at least are understood, which might not always have been our lot?

On school-boy love Calverley has some delicious lines in *Gemini and Virgo*:

She was a blushing gushing thing;
All—more than all—my fancy painted;
Once—when she helped me to a wing
Of goose—I thought I should have fainted.

The people said that she was blue:
But I was green, and loved her dearly.
She was approaching thirty-two;
And I was then eleven, nearly.

Oh! sweet—as to the toilworn man
The far-off sound of ripping river;
As to cadets in Hindostan
The fleeting remnant of their liver—

To me was Anna; dear as gold
That fills the miser's sunless coffers:
As to the spinster, growing old,
The thought—the dream—that she had offers.

The *thought*, the *dream*, when we come down to brass tacks, I think we have in these two words something to guide us, futile though the quest may be. I remember seeing a play in Tientsin some years ago—it was an A.D.C. show, *French Leave*, I think—when in the last act the girl was being proposed to but didn't know or pretended not to know—what the man was driving at until he said quite simply: That is a picture of my dream-wife . . . and she has your face. In the play it was extremely touching—*les larmes en voix* may have been responsible for that—but in real life, in broad daylight, so to speak, wouldn't most girls to-day probably just say: Oh, yeah? Still, I think men can and do bluff as well as women. For instance those with gramophones—apart from their records—will be familiar with

Just a little love, a little kiss—
And I'll give all my life for this!

Is there a girl to-day, especially those with even a casual acquaintance with exchange, who for more than a fleeting moment would entertain such an empty promise? I hope not, and rightly so, for heavenly knights (for which I ask pardon) may be altogether delightful, but some of them have a very definite habit of not being too punctilious when it comes to the mundane work of settling accounts! And again, in what we may call the *Teetotaler's Song*, we have a variant of the same theme:

Drink to me only with thine eyes,
And I will pledge with mine;
Leave a kiss within the cup,
And I'll not ask for wine!

A kiss within the cup! What memories that stirs! And what draughts of wine would be necessary entirely to efface them even at this late date!

And why should people *fall* in love, if love is not a species of accident? And, be heart-broken? Or do these merely come under the term *façon de parler*? And again, it is

(Continued on next Column.)

S.S. ANGERS BADLY HOLED.

AN UNEXPLAINED MISHAP.

When the Messageries Maritimes s.s. Angers came into port from Shanghai yesterday morning, it was noticed that she had a very big hole on her port bow, well above waterline. The refusal of the captain to make any statement has converted into a mystery what appeared to be a mishap to the vessel on her voyage here from the northern port. The hole was about five feet in length and two feet wide and appeared to have been caused by a sharp blow. Although it was said that no one had been injured, confirmation of this was not forthcoming.

Enquiries on board the vessel threw no light on the matter. The purser had gone ashore, while the second officer was unwilling to speak about the mishap. As regards the captain, he refused to see anyone and to make a statement. Other members of the crew were also very reticent, although one man said that if the ship had encountered a storm, he must have slept through it!

complained the path of true love never runs smooth or straight? Why should it and who wants it to? Isn't a straight road extremely boring? And doesn't a winding tortuous path offer not only the probability of adventure and thrills, but also variety of scenery as well as the possibility of escape? To-day it is simply absurd to talk about love being blind, though I am told—and I can well believe it—in some isolated instances one of the parties may figuratively have been in this condition to awake next morning to a bad head and impending matrimony! Here we seem to have immediate evidence in favour of the tortuous path as opposed to the straight road.

Said Adam to Eve.

And yet if someone were to tell me that love is sacrifice—which is a really beautiful word—I would be prepared to agree that it is probably as good a definition as any other. But who makes the sacrifice is not so easily determined, or perhaps it can be put more clearly by stating simply that there is no love where there is no sacrifice. This sounds sententious, but nevertheless we must put *stet* to it.

But perhaps love is only love, and indeed need be nothing else? Take lovers in fiction or history, commencing if you wish with Adam and Eve, and you get continuity if you get nothing more. As I heard it put in song in the *revue A to Z*:

Though it seems most difficult to believe,
Adam said the very same things to Eve—

and so it will go on, I suppose and hope, for ever. As an obscure poet wrote:

There are things you cannot crush—
Spring, and the song of the thrush.

Nelson and Tristram.

As an illustration of sacrifice, Nelson's love for his Divine Lady is to my mind supreme. It was a twin infatuation, on the one hand for his Country—possibly the greatest love of all—and on the other for his beloved Emma—passion on the grand scale. Yet England—ungrateful, snobbish England—could do no more than erect a monument to his memory, leaving his "darling Emma" to revert to type and die most ingloriously practically in the gutter!

Other unhappy lovers were Tristram and Iseult, though after wringing one's vitals out over their tragic story it may be some consolation to think that perhaps after all they never existed. They are—with Nelson and Emma—my favourite lovers, and I may be permitted to conclude this article by quoting Matthew Arnold's exquisitely touching lines when Iseult and Tristram meet after many years, the latter at the point of death:—

Tristram:
Thou art paler, but thy sweet charm, Iseult,
Would not fade with the dull years away.
Ah, how fair thou standest in the moonlight!
I forgive thee, Iseult!—thou wilt stay?

Iseult:
Fear me not, I will be always with thee;
I will watch thee, tend thee, soothe thy pain;
Sing thee tales of true long-parted lovers
Join'd at evening of their days again.

If you have never met an Iseult it is certainly your misfortune, but it may mean you could never be a Tristram; while if you have—well, you were—or are—lucky!

FATHER FROC IN HONG KONG.

ROTARIANS HONOUR DISTINGUISHED METEOROLOGIST.

MR. CLAXTON'S TRIBUTE.

Rev. Father Froc, S.J., Director of the Zicawei Observatory, who passed through the Colony yesterday on his way to France, was a guest at the Rotary Club yesterday, when Mr. T. F. Claxton, of the local Observatory, paid a great tribute the service rendered by Father Froc to the cause of meteorology in the Far East.

Father Froc did not stay to lunch, as the French mail by which he sailed, left Hong Kong at 2 p.m.

Sir William Hornell, in introducing Father Froc, said that local Rotarians were all delighted to see him. "We thank you for all you have done, not only for Hong Kong, but also for China. I am sorry that the French mail cannot delay its departure to enable you to have lunch with us."

Mr. Claxton's Speech.

Mr. Claxton said:—When I heard Father Froc was due to pass through Hong Kong to-day by the French mail, I thought an excellent way of honouring him would be to invite him to a Rotary luncheon party, as these take place on Tuesdays and the French mail usually arrives on Tuesday morning and leaves in the evening.

Quite a number of people of Hong Kong were anxious to do honour to Father Froc on his retirement, but no one person could have done it so effectively as the Rotary Club. Nowhere could Father Froc have met such a representative gathering as you have at these meetings.

Unfortunately, the French mail leaves to-day at 2 p.m., so Father Froc will not be able to stay to luncheon but we shall have sufficient time in which to drink his health and to say goodbye.

First of all, as the representative of meteorology in Hong Kong, I should like to thank the Club for asking Father Froc here to-day. We are all charmed to have him with us again and regret that his stay will not be so long as we could have wished.

I first met Father Froc in 1911 when on a visit to all the observatories in the Far East, and we established an immediate friendship. Since that time we have corresponded frequently and met, I regret to say, less frequently. We have occasionally differed over matters of detail; what intelligent men have not? But this has not affected our friendship, which, I am proud to think, is as firm to-day as it has ever been.

A Useful Life.

Time does not admit of even giving a brief resumé of Father Froc's activities in the cause of meteorology in general and of typhoon warnings in particular. I will only say, their name is legion. If any man deserves well of his country, that man is Father Froc. He has lived; the world is better for that life.

I admire Father Froc tremendously, but what I admire most is his youth and indominable spirit. His body is a generation older than mine but his spirit is a generation younger.

Father Froc's health broke down in 1923 and he returned to France, his native country, but his *locum tenens* fell sick so Father Froc came back immediately to his beloved observatory, in spite of his years, and has since carried on the work there with all his old energy and enthusiasm, with only one slight interruption, a trip to Stockholm last year to attend an international conference; undertaken in the spirit of a young man of about 30. If I were an American I should say, "can you beat it?"

While wishing Father Froc a very pleasant journey Home, I suppose I should add a well-deserved rest; but this, I believe, would be quite useless. On arrival at Marseilles I expect Father Froc will dash off to Paris, re-organise the French Weather Bureau and make General Delcambre, the Director, wonder why he had not thought of these things before.

Gentlemen, I ask you to drink to the health, longer life and happiness of Father Froc, the distinguished Director for many years of a renowned observatory, Zicawei. (Applause.)

Ambition to Serve the Sea.

Replying, Father Froc remarked: "They call me a typhoon maker but I am not a speech maker and all I can say is that I thank you very much for the words you have spoken."

Continuing, Father Froc said that in spite of years and years of differences of opinion he had a strong and true friendship with the Director of the Hong Kong Observatory. He went on to say that his great ambition was to serve the sea and become a sailor, but, having chosen the cloth, he made up his mind to render the best service he could to sailors, and he was sent to the Maritime Observatory. "I did my best to save as many sailors as I could. I am glad to see Hong Kong Observatory is doing the same."

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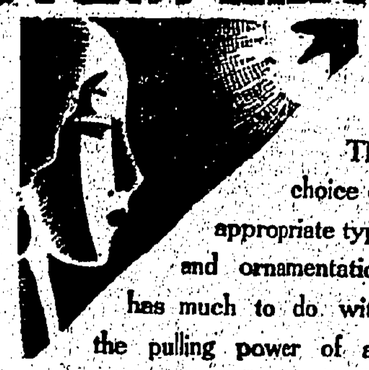

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A TRADE COMMISSIONER AT WORK.

MR. D. M. MAYNARD'S INTERESTING ADDRESS TO ROTARIANS.

"SERVICE" THE MOTTO OF THE U.S. BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

An interesting insight into the work of a Trade Commission was afforded to members of the Rotary Club yesterday, when Mr. David M. Maynard, Acting Trade Commissioner for the United States of America, gave an address entitled "A Trade Commissioner at work."

Service, said Mr. Maynard, was the motto of the Bureau of Foreign and Domestic Commerce and its officers; service to the American manufacturer and producer, service to the importer and exporter and finally in the work of interpretation and arbitration—service to the great cause of international understanding among nations.

Sir William Hornell presided at the meeting.

BOON TO AMERICAN MANUFACTURERS.

Mr. Maynard's address was as follows:—

The last time I spoke before a microphone of this kind I was wedged in between a Negro quartette who were advertising a new brand of toothpaste and a selection from the Hotstuff Jazzers of Memphis. You can readily understand therefore, that I could scarcely turn down Mr. McPherson when he asked me to speak to-day and told me, that he was placing me between the Salvation Army and Child Welfare. (Laughter.)

A Trade Commissioner at work—well, perhaps the topic of my address might better have been: What is a Trade Commissioner, what does he do, who does he do it for, where does he come from and where is he going to? The latter point, however, I will not endeavour to go into in my present talk as that matter is largely predetermined by Washington in consultation with St. Peter. (Laughter.)

Trade Commissioners are an invention or, I might better say, a development of the twentieth century. Consular and diplomatic agencies have traditionally looked after the affairs of trade and it was only when, because of the annihilation of space, the growing interdependence of nations and the corresponding growth of the functions of the diplomatic and consular services, that this service was supplemented by a special organization which could devote its entire attention and energy to assisting manufacturers and producers and aid in the expansion of foreign trade. In a world which is more and more demanding specialists, it was felt that trained envoys of trade might best serve the country. At the same time, however, the Consulates continue their trade work with constant co-operation between the two services.

First Appointment in 1914.

The United States Department of Commerce appointed its first Commercial Attaché to the American Legation in China in October 1914. Five other attaches were sent out from Washington during that same year. At present there are over one hundred and fifty commissioned officers in the field, located in fifty-nine of the principal commercial cities of the world. The first man to be assigned to the Legation in Peking was Julean Arnold who still maintains that post as American Commercial Attaché. When Mr. Arnold was appointed he had already been in the Consular service in China for twelve years and in fact was one of the first students from the University of California who, according to his classmates, spent all of his undergraduate days studying and planning for service in the Far East. Mr. Arnold now has charge of the four China offices with eleven commissioned officers to aid him.

Hong Kong, as the natural distributing centre for South China is included in the China organization the other three offices being located at Shanghai, Tientsin and Mukden. It is a great tribute to Mr. Arnold that in my travels in South China I have everywhere found a host of his friends and his name an open password in Chinese circles.

There are at present three Trade Commissioners located in the Colony of Hong Kong. The Canadian Government was the first to open an office under the able direction of Mr. Paul Sykes, assisted by Mr. W. J. Riddiford. The Government of Spain recently saw fit to appoint Senor Jose Ledesma as Spanish Trade Commissioner for the Far East, while the office of the American Trade Commissioner was opened just a year ago by Mr. Granville O. Woodard, a member of this Club, who is at present on home leave in the United States. Needless to say, cordial relationships exist between these offices.

A Huge Territory.

The quarters of the American Trade Commissioner are located in this building on the second floor. The territory assigned to our office extends from Foochow in the North, to Yunnan in the South and includes also, Tonkin. You must admit that that is a big chunk to keep in close touch with. A trip is made to the farther cities once a year, while Canton, Macao and the closer ports are visited each month. The peculiar location of Hong Kong however, makes it a very advantageous spot to watch the ebb and flow of trade. For example, goods for Kwangsi or from Kwangsi largely move through this port and market conditions in that Province can be fairly well judged therefore through the eyes of Hong Kong dealers.

A Trade Commissioner has numerous sides or angles to his work. I will enumerate a few of these and enlarge upon each one slightly. In the first place, our office acts as a news service for general market information, industrial growth and business trends. Each week a cable is despatched to Washington with current developments. The China organization furthermore puts out each month a Trade Report ranging from forty to eighty memeographed pages which is circulated among American concerns in China and sent to those in the United States specially interested in the Far East. I have here a copy of the weekly publication of the Department of Commerce, called "Commerce Reports" This incorporates cables and written reports from each of the fifty nine foreign offices.

In addition to this, special pamphlets are distributed to the principal trades; for example, I have here a weekly publication called Foreign Communication News. This is sent to all concerns interested in communication and transportation. Again, if you happen to be a subscriber to the trade journal called the "National Bottlers' Gazette," you would have found an article emanating from this office on the splendid modern up-to-date aerated water plant maintained by Watson & Co., Ltd. of this Colony. This information service, however, is not a one way affair; we receive each month, a comprehensive cable from Washington summarizing trade conditions in the United States.

American Yarn and Lumber.

A second phase of the work is the investigation into the general market for various commodities. For example, we have recently made an investigation into the market for American yarn in China and again reviewed the potential market for American lumber. In this type of study, all our offices contribute and the results are published in special form: for example, I have here a copy of "Radio Markets of the World" which outlines in detail the sale of radios in the foreign markets of the world and the types most suitable for the different areas.

The third phase of our work deals with the gathering of detailed information in regard to companies in Hong Kong. In other words, a company in Hong Kong writes to a manufacturer, say in Chicago, asking him to make a shipment of radios or possibly requesting an agency. We often receive a letter from the American concern, and in some cases even a cable, which calls for information in regard to the local company. This not only includes credit information but the general reputation and standing of the concern, in the community.

For example, recently one manufacturer in the United States wrote asking whether or not we felt that a certain local concern should be sent expensive samples of their products. When we tried to look up this firm we were unable to find it in the telephone book, in the Directory or in our files, but when we did at last discover the manager we found that he had no idea of the use of the particular product and had merely copied the names and addresses of a number of American manufacturers from some magazine, requesting in each case, a complete line of samples and the option of an agency. (Laughter.)

On the other hand, some weeks ago, we received from an automobile manufacturer a list of concerns interested in an agency. This list was checked over and each company investigated and the facts laid before their Far Eastern representative on his arrival. The representative left the Colony four days later with an agent appointed and an initial order of some $35,000. This service is available to all American firms and the Commercial Intelligence Division in Washington has on its files the records of foreign firms totalling over three quarters of a million.

Specific Articles.

Still another side of our work, and one which occupies a very large portion of our time, is the investigations of the possible sale or outlet for specific articles. For example, a manufacturer of toothpaste in New York is interested in exporting to the Orient. He first goes to the District Office of the Department of Commerce in New York obtaining from them all available information on the market for toothpaste in the Far East. If he feels that this is insufficient for his purpose he then writes direct to us giving details and prices of his product. We then approach local importers asking if they are interested in this particular line and report the results to the New York firm.

We receive and handle an average of eight to ten letters of this type each week ranging in subject matter from chewing gum to railway locomotives. In many cases there is no market at all for these products and if this is true we must explain why, to the satisfaction of the American exporter. Anti-freeze is an example of this type of article which a New York firm recently wished to market in Hong Kong. Anti-freeze is guaranteed to keep your engines from freezing in the winter. In most cases, however, the articles offer very real possibilities of sale. On the other hand, importers from Hong Kong wishing to purchase dried fish, motion picture apparatus or aeroplanes are put into contact with manufacturers in the United States. This side of the service grows as the office becomes known in the community and during the past six months we have had a steadily increasing number of requests of this character.

One day, a man came into my office and said that he had seen something in the United States which he believed would sell in Hong Kong. We will call it a patent can-opener. I asked him its name but he had forgotten that. I asked him if he knew who manufactured the article but he was unable to say. I then asked him where he saw the article but this too he had forgotten. Finally he took a piece of paper and a pencil and said: "It looks something like this." I sent this rough sketch back to our Specialties Division in Washington for investigation. Within two months we had the article and its manufacturer located and that particular brand of patent can-opener can now be purchased in local stores.

Our office also maintains a reference library containing valuable statistics, a number of directories of manufacturers, some two hundred catalogues and a file of current trade journals and American newspapers, all of which are available to any and all visitors who might find them of use.

Organisation in U.S.A.

Back of this work in the foreign field, there are thirty four district offices of the Department located in strategic trade centres throughout the United States. In Washington, the Department maintains eighteen special commodity divisions, each one headed by a man who has specialized in that particular commodity. For example, the tobacco division is under the control of an expert of the tobacco trade, while the aeronautics division is directed by a man with experience in aviation and also recognized as an authority among aircraft manufacturers.

In short, the whole theory and motto of the Bureau of Foreign and Domestic Commerce and its officers in the field may be summed up in the single word—which also represents the motto of American business—Service—Service to the American manufacturer and producer—service to the importer and exporter and finally in the work of interpretation and arbitration—Service to the great cause of international understanding among nations. (Applause.)

Speaker Thanked.

In returning thanks to Mr. Maynard for his address, Mr. P. S. Cassidy said that the speaker had certainly shown that a Trade Commissioner was not one who merely sat at a desk with a clean sheet of blotting paper in front of him. Mr. Maynard's speech had been an eye-opener to some of them, who probably did not realise to what extent and trouble Mr. Maynard went in trying to link up the traders of South China with the manufacturers of America.

It made one rather wish that there was also a British commercial attaché here, but, speaking as a merchant, he might say that the organization of the Chamber of Commerce fulfilled the function of a Trade Commissioner very ably.

HONG KONG STOCK MARKET.

YESTERDAY'S TRANSACTIONS.

The Stock Market was generally quiet yesterday morning, but the undertone remained steady.

Banks were done at $2,040.

Unions had sellers at $565, and sales of **Underwriters** took place at $6.

Hong Kong Steamboats had buyers in the market at $28½, but nothing transpired.

Waterboats were enquired for at $28½ without leading to business.

Providents (old) had sellers at $6.15, but buyers would not pay higher than $6.05.

Hotels (old) were done at $17.45 and $17.55, but there were sellers willing to continue at $17.40.

Lands, with sales put through at $91¼, had buyers willing to do business at $90½.

Realties were in demand at $17.35, sellers asking $17.40, and sales were reported at $17.30.

Ewo Cottons.—Sales have to be recorded at Tls. 15.15, but there were buyers at the close at Tls. 15.20. **Shanghai Cottons** were reported to have changed hands at Tls. 98½, buyers prevailing at Tls. 99.

China Lights were firmer at $20.80 buyers, but shares were not obtainable at this rate.

Hong Kong Electrics were transacted at $81¼ with further buyers at the rate.

Telephones (part paid) were done at $33⅞, and there were buyers prepared to pay $33½.

Cements had sellers at $20.15, with sales negotiated at $20.10, but buyers were willing to go on at $20.

Dairy Farms were in demand at $32½, and sales occurred at $32.60.

Watsons were dealt in at $16.60, buyers offering $16.50.

Constructions had buyers at $13, but no business resulted.

Afternoon Transactions.

At the afternoon session the market was again steady, and it was reported that the liquidation for the approaching Settlement is proceeding smoothly. The changes were as follows:—

Bank of East Asia shares had buyers at $132, but no shares came out.

Waterboats were dealt in at $28½.

Hotels (old) were enquired for at $17.30 without leading to business.

Ewos changed hands at Tls. 15¼ and Tls. 15.30.

Zoong Sings had buyers at Tls. 11½, but the rate did not procure shares.

Star Ferries were put through at $94.

China Lights were sold at $27.

Dairy Farms had buyers at $32.65, but sellers were asking $32¾.

Watsons were the medium of sales at $16.40 and $16½.

Lane, Crawfords (old) were wanted at $7.80, but no shares were forthcoming.

AMATEUR SLEUTH.

CAUSES ARREST OF TWO KIDNAPPERS.

SUSPICIONS CONFIRMED.

Sentence of four years' hard labour was passed by Mr. Justice Lindsell at the Supreme Court yesterday, on a Chinese convicted on a charge of kidnapping a five-year-old child on July 23. An old woman, who was convicted of the same offence, was sentenced to two years' hard labour.

The arrest of the two persons was brought about through the alert observation of an amateur detective.

The following jurymen were sworn:—Messrs. A. S. Abbott (foreman), A. Zimmern, C. Jackson, Chun Yat Fung, R. G. Craig, L. A. Rozario and J. A. Lau.

According to Mr. T. S. Whyte-Smith, the child was missed by his parents at 3 p.m. on July 28 soon after his father a stall-holder at West Point, had given him a cent to buy some sweets.

Became Suspicious.

Shortly after that time he had evidently met the prisoners, for at 4 p.m., the child was seen by the amateur detective, a car cleaner, in Lockhart Road, Wanchai, accompanied by the two prisoners and another man, who had not been apprehended. The car cleaner became suspicious of the behaviour of the trio of adults, as the men were standing apart from the woman, and beckoning her on and making signals.

He kept the group under observation for about an hour, and finally saw the woman take the child into the Grand Theatre, Wanchai, while the two men took a 'bus to the city. The watcher then communicated with a friend of his, a Chinese detective, and, under his instructions, went into the theatre and sat behind the woman and child. When they came out about 9 p.m., the male accused was waiting, in addition to the Chinese detective.

(Continued on next Column.)

As the accused were walking down Spring Garden Lane leading the child by the hand, they were apprehended by the Chinese detective, and in answer to his questions said the child was the woman's grandson. They altered their tale when charged, however, declaring that a man named Ah Yu gave them the boy to look after for a while. When the boy was returned to his parents, they found that his clothing had been entirely changed.

HANGCHOW NEWS LETTER.

ANGRY FARMERS STONE 'BUS PASSENGERS.

(From Our Own Correspondent.)

Hangchow, August 10.

With the advent of the "great heat" activities amongst both Chinese and foreigners are decidedly fewer, and the tennis club at the Y.M.C.A. is not so largely patronised as during the two previous months.

A very frequent sight in the streets now is to see recruits marching along, and it is said that men are again being impressed into the army.

Mr. Dzao, who was educated in France and has a French wife has recently been elected to the mayoralty, and took up office at the beginning of this month.

The Rotary Club.

The Rotarians continue to hold their weekly tiffin meetings, but addresses are not being given. Members of the Rotary Club from Hangchow and Shanghai, who are at Mokanshan, are holding joint weekly tiffins, when they meet for friendly intercourse only. A very successful "ladies evening" was held in the home of Dr. and Mrs. H. C. Mei, well-known Shanghai residents, whose yearly visits to Mokanshan are much appreciated, for by their friendliness and geniality they have endeared themselves to many.

Rains and Flood.

Two weeks ago we experienced heavy rains, with the result that the motor bus service between Hangchow and Mokansan was suspended for three days, owing to about one mile of the road being washed away. When the Public Works Department resumed their bus service, it was necessary for the passengers to walk over the bad piece of road, and much unpleasantness was theirs. The local farmers threw stones at them, and did all they could to annoy and irritate the passengers. This, because they consider that the Public Works Department is responsible for the floods. The farmers maintain that the banking up of the road prevents necessary drainage for the paddy fields, so with the help of the rain they have managed to do away with some of the very necessary banking up of the road. Now the journey is fraught with less danger as policemen are on the spot, and the farmers appear more friendly outwardly.

Personal.

Mr. A. W. Foster Kemp of the A.P.C. is shortly leaving, as he has been transferred to Chinkiang. Mr. Butler has been sent here in his stead.

Dr. C. T. Wang, and the ex-Chairman of Chekiang are visiting Mokanshan, and Mr. Lam Woo, well-known Hong Kong resident, is again enjoying the coolness and quiet of the mountain top.

The death of the Rev. T. Harwood, of the Pacific Coast Mission, occurred suddenly on the 4th inst. Many friends attended the funeral service, and Hangchow and surrounding districts are mourning the loss of one who was greatly beloved.

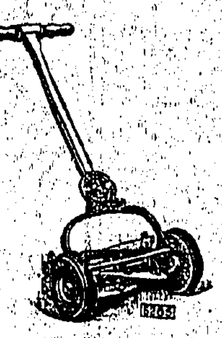
MACAO DISASTER.

LOCAL FUND IN AID OF VICTIMS.

Th Club Lusitano has started a fund in aid of the victims of the Macao disaster. Sympathisers who desire to subscribe towards the fund are kindly requested to forward their donations to the Hon. Secretary of the Club.

A list of subscriptions received will be published from time to time in the local Press.

RANSOME'S LAWN MOWERS



THE "LEO"

STOCKED IN 12-in. and 14-in. sizes.

THESE new side-wheel lawn mowers have been brought out to meet the demand for light, reliable, low-priced machines, fitted with ball bearings. They possess several important improvements.

Ball Bearings are fitted to the cutting cylinder. These are self-aligning and are enclosed in dust-proof housings.

A Single Screw Adjustment is provided for each bearing for adjusting the cutting cylinder to the blade.

A Spring Attachment is fitted to assist in keeping the rear portion of the machine down to its work.

Extra High Driving Wheels are fitted. These are 8-in. in diameter and have over tyres to prevent the d[illegible]om entering the gearing.

The Standard Cutting Cylinder h[illegible]ives with hard steel cutting edges, ensuring a [illegible]ceptionally long life.

LANE, CRAWFORD, LTD.

(HARDWARE DEPARTMENT.)

MOST PEOPLE KNOW—

THERE CAN BE NO ARGUMENT ABOUT THE BEST—

PORTABLE GRAMOPHONE

THE COLUMBIA INSTRUMENT HAS BEEN AWARDED THAT POSITION BY EVERY CRITIC OF IMPORTANCE AND THE DISCERNING PUBLIC.

The Anderson Music Co., Ltd.

AFTER THE GAME—

A Cup of refreshing and invigorating Lipton's Tea seems to pick you up and make you feel rested. There is no tea in the whole world as good as Lipton's, and this is borne out by the fact that it has the largest sale in the World.

LIPTON'S TEA

NEW ADVERTISEMENTS

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24TH DAY of AUGUST, 1931, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	New Kowloon Inland Lot No. 1556.	North-west of New Kowloon Inland Lot No. 1230, Taipo Road and Un Chau Street, Shamshuipo.	As per sale plan.				About 8,380	154	18,760

[1074

G. R.

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PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
2	New Kowloon Inland Lot No. 1557.	Adjoining New Kowloon Inland Lot No. 1457, Un Chau Street, Shamshuipo.	As per sale plan.				About 7,470	138	14,940

[1075

THE SOUTH CHINA MOTOR-SHIP BUILDING AND REPAIRING WORKS, LIMITED.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, ST. GEORGE'S BUILDING, 3RD FLOOR, on TUESDAY, the 25TH DAY OF AUGUST, 1931, at 12.30 P.M., to receive the Directors' Report and Statement of Accounts, to re-elect Directors, and to re-elect Auditors.

By Order of the Board,
BRANDT & CO.,
Genere' Managers.
Hong Kong, 18th August, 1931. [1067

NOTICE.

HONG KONG ENGINEERING & CONSTRUCTION CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 29TH, to MONDAY, 31ST AUGUST, 1931, both Days inclusive.

By Order of the Board,
B. ALVES,
Secretary.
Hong Kong, 17th Aug., 1931. [1064

THE MACAO JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that owing to the Non-arrival of Subscription Ponies from SHANGHAI, the Stewards are reluctantly compelled to CANCEL the 2ND DAY of the INAUGURAL RACE MEETING, viz., 7th SEPTEMBER. The MEETING will therefore be held on SUNDAY, 6TH SEPTEMBER Only.

Draft Programmes with the Necessary Alterations and Entry Forms may be obtained at the Offices of MESSRS. PEROY SMITH, SETH & FLEMING, 6, DES VOEUX ROAD CENTRAL.

Entries CLOSE at 12 O'CLOCK NOON, on TUESDAY, 25TH AUGUST, 1931.

By Order,
W. L. ALEXANDER,
Secretary.

1065]

COOL! REFRESHING!

THIRST-QUENCHING DRINKS THAT WILL HELP YOU TO KEEP COOL!

WATSON'S

DELICIOUS

LEMON SQUASH

MADE FROM REAL CALIFORNIAN LEMONS, PURE CANE SUGAR AND THE PUREST OF PURE SPARKLING WATER.

WATSON'S

TONIC WATER

INVIGORATING AND THIRST-QUENCHING, A PERFECT "MIXER" WITH LIME JUICE OR GIN.

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.

THE Undermentioned Certificates for 150 Old Shares in this Company registered in the Name of the Late ISAAC SAMUEL PERRY have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 20TH AUGUST, 1931, New Certificates for said Shares will be issued and the Old Certificates Nos. 6748 dated 2nd June, 1911, and 6765 dated 27th July, 1911, will be thereafter treated by this Company as NULL and VOID.

Certificate No. 6746 dated 2nd June, 1911, for 50 Shares Nos. 38501/38550.
Certificate No. 6765 dated 27th July, 1911, for 100 Shares Nos. 36901/36950 and 129645/129694.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 20th July, 1931. [979

NOTICE.

HONG KONG ENGINEERING & CONSTRUCTION CO., LTD.

APPLICATION has been made to this Company to issue to MR. YEUNG IU TUNG, Duplicate Certificate for 50 Shares in this Company numbered 79836 to 79885, or other Certificate in lieu thereof upon statement that the Original Certificate No. 555, dated 8th NOVEMBER, 1922, has been LOST or MISLAID.

AND NOTICE IS HEREBY GIVEN that, if, at the Expiration of One Month from the Date hereof, the above Certificate be not forthcoming the Said Certificate will be deemed CANCELLED and of NO EFFECT, and a NEW CERTIFICATE for the Said Shares will be issued in its stead by the Company.

B. ALVES,
Secretary.
Hong Kong, 22nd July, 1931. [988

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD, KOWLOON,

Detached and Semi-detached Villas Modern Construction with Garage,

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

WRIGHT'S

COAL TAR SOAP

INVIGORATES AND REFRESHES.

TAKES AWAY SUMMER TIREDNESS.

[A.F.B.]

BIRTHS.

CLEMENTS.—On August 11, at Shanghai, to Mr. and Mrs. H. G. CLEMENTS, twin sons.

HARMON.—On August 13, at Tsingtao, to Mr. and Mrs. W. G. HARMON, a son.

DEATH.

PARTIER.—On August 12, at Shanghai, CONCEPCION RODRIQUEZ DE RIVERA DE PARTIER, aged 62 years.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 83, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 19, 1931.

WAR CLOUDS IN THE NORTH.

AT the present time it is extraordinarily difficult to get news of what is happening in China. Comrade BORODIN taught the Kuomintang the uses of propaganda, and ever since the Northern Expedition set out to conquer China, as much by the aid of posters and pamphlets as by powder and shot, all parties have obscurred their activities behind a smoke-cloud of carefully prepared publicity.

From Nanking, we are told that the Reds in Kiangsi have been dispersed, as an Army if not entirely eradicated; that peace with Canton will be secured without bloodshed, and that the Nanking-Mukden alliance continues to dominate the situation in China. The Canton Government tells a very different story, and there is little to be done except to wait the course of events.

In Manchuria chaos was expected after the death of CHANG TSO LIN, but the drastic methods of CHANG HSUEH LIANG, beginning with the summary execution of YANG YU TING, "The Brains of the North," have preserved an unforseen continuity in the Mukden Government. So far this year the revolt against the Nanking and Mukden Governments has been languid. FENG YU HSIANG and YEN HSI SHAN have been again and again reported to be on the move, but no reliable news of the size of their armies and the places occupied has been available. A coalition comprising this pair, SHIH YU SAN and HAN FU CHU, the powerful Shantung war-lord, was confidently predicted, but apart from the isolated move by SHIH YU SAN nothing has happened in the North. Advantage was not taken of CHANG HSUEH LIANG'S long illness, and the disaffected elements appear further than ever from a working alliance against Mukden and Nanking. HAN FU CHU was formerly a subordinate of FENG YU HSIANG, and refuses to work with his old leader. On the other hand, the "Christian General" still has a big following among members of the Kuominchun and YEN HSI SHAN will not, or cannot, discard his colleague in many campaigns.

Uncertainty must continue while peace depends upon the collaboration of CHIANG KAI SHEK and the young governor of Manchuria. Canton news agencies naturally give prominence to circumstantial stories of friction between these two, and between CHANG HSUEH LIANG and his (adopted) brother YU HSUEH CHUNG, the Governor of Peiping and Tientsin. Even the name of the "Boy Emperor" has not been spared, and "Mr. Pu Yi," will, it is said, in certain quarters, emerge from Dairen, where he now lives in retirement, to become king of his native Manchuria, after YEN HSI SHAN, who is said, still to have very powerful backing, has precipitated the fall of CHANG HSUEH LIANG by driving the Fengtien Army back into its own province, where disaffected elements are watching their opportunity.

These wars and rumours of war show that the prospects of a real, as against, fictitious unity, in China have receded ever since the Disbandment Conference of 1923. The war lords may be eternally hostile one to the other, but upon one thing they seem unanimous. They will not submit to a central Government. Their armies are their personal property, and full power to fight each other and to ravage the districts they are supposed to administer remains unimpaired. China is now facing, in the Yangtsze Valley floods, a great catastrophy causing immense loss of life, and enormous damage to once prosperous towns and provinces. It remains to be seen whether the spectacle of this great tragedy will have any effect upon the wars and plottings of the generals and the politicians who all protest their concern for the welfare, the unity and the prestige of their country.

FLIGHT AND DISEASE.

THE age of flight on which we are entering will hold, if some of the experts at a recent meeting of the British Medical Association are to be believed, at least one menace to civilisation that may need elaborate precautions. The dangers of the airship and the 'plane as disease-carriers have not been fully investigated. One speaker reminded his hearers that journeys from distant infected countries can be made by air well within the incubation periods of the major infectious diseases. Australia, for instance, maintains a happy immunity from plague and cholera because the traveller reaching her by sea from the nearest points where they are prevalent is bound, if he is infected, to reveal the fact in the course of the voyage. If he arrives by air he may easily establish many contacts before the danger he imports is detected. Moreover, it is feared that not only man but the mosquito may take advantage of the new mode of travel. Sir MALCOLM WATSON drew a gloomy picture of the mosquito that carries yellow fever boarding a 'plane from West Africa, where the disease is endemic, and spreading it among the peoples of East Africa, where it is as yet unknown. In that event, he considers, it would inevitably carry devastation throughout Asia, with results that might "shake our civilisation to the ground." The men of science do well to put us on our guard. The dangers to which they refer are a matter for international conference. If the risk is judged to be as high as they put it, measures to secure the safety of the rest of the world through the quarantine of travellers from infected areas will have to take precedence even over speed in travel.

★ News and Views ★

The Perfect Man!

"I hope you don't think I'm conceited," he said, after he had finished telling her about himself. "Oh, no," she replied, "but I'm just wondering how you can keep from giving three hearty cheers whenever you look at yourself in the glass."

Happy Cops.

New York Prohibition agents are reported to have alleged that they have not been able to raid a barge which has been running undisturbed for three years because it has been protected by the police. The lot of the New York cop appears to be quite a happy one, at times.—This reminds one of the experience of a man who was in a New York speak-easy. A Prohibition agent was making inquiries which the proprietor found tedious. "If you don't get to h—ll out of this," the proprietor remarked, "I'll call the police!"

Making Records at Home.

An invention that enables people to make their own gramophone records was demonstrated at a luncheon given in London by the "Fay" Home Recorders. Sir George Thurston, who presided, explained that the invention consisted of a small device which in about two seconds could be fitted to the motor spindle of any gramophone turntable. Mr. Hugh P. Fay, the inventor, stated that for an outlay of two guineas it was possible to make one's own records, and the cost of the record itself would be only sixpence. With a five-guinea apparatus it was possible to record broadcast music. All the speeches made during the demonstration were reproduced on the "Fay" Home Recorder, with remarkable clarity and volume.

Character Not Enough.

Sir Josiah Stamp, distributing the prizes at the London Orphanage School, Watford, said that one man, giving prizes at a prize day he remembered as a boy, told them that he thought that the only thing that mattered was character, and if they only had character everything else could be allowed to go. He did not agree. The world was full of very good and very stupid people, and a horrible mess they had got us into. He believed it was possible to have both brains and character. The boy with most facts usually had the whip hand over everybody else. Girls could have the whip hand without worrying about facts. (Laughter.) Knowledge would make them self-reliant, and if there was one thing that was wanted in the citizens of this country, and especially among the growing men and women, it was self-reliance.

Eros' Return.

In view of the approaching re-erection of the Eros statue in Piccadilly-circus, Westminster City Council decided that specially designed lamp columns should be provided for the island, and invited the chairman of the Council of the Royal Society of Arts to prepare a design. This has been done, and the design is described as suitable for the purpose and in harmony with the surroundings. There is to be no flood lighting in the circus. Both the gas company and the electric light company, consulted by the Westminster City Council, regarded the idea as impracticable, difficult, and costly.

Golf Club Lies Where Ball was Aimed.

During the rain on Sunday last two prominent local golfers tried their luck on the Deep Water Bay Golf Course. Very few people were present but one of them told a *Daily Press* representative the following rather amusing golf story:—It seems as though the hardy golfers had fairly good luck until they came to the third hole. One of the players claims that the rain had made the club grips wet but still he teed off. A hard hit lifted the ball high in the air but the wind carried it off to the right over the wood and into the stream. At the same time the club flew out of his hands in the opposite direction and buried itself in the bush to the left about 50 yards from the fourth hole. The club was found after much searching but the ball was not seen again. This seems another case where the golfer had another hard one to explain.

Dear Clara.

Mr. P. B. Schulberg of the Paramount Company wrote as follows to Miss Clara Bow, releasing her from her contract with his company: "Dear Clara, this ends a long and successful motion picture affiliation—one of the longest and most successful in the annals of the industry. It had its worries and anxieties for you and ourselves, of course, from time to time, but through it all it has never been my good fortune to have anyone as sweet, as loyal, as conscientious and as courageous to work for or with as yourself. Needless to tell you that we are all anxious to see you emerge as the greatest and most popular actress in the world, and that we will do everything in our power to aid you in every direction toward that end whenever it is given us the opportunity to do so. If ever we wished anyone good fortune, we wish you the best there is in the world and blessed with good health and happiness."

Dimming Headlights.

In a County Court action at Croydon arising out of a collision between two cars the defence was that there was contributory negligence through the plaintiff failing to dim his headlights. The plaintiff was Ernest Wilcock, accountant, of Epsom, who sued Ernest C. Walton, of Norbury, for £16 17s. 4d. Judge Harington said there was no obligation to dim headlights, but the courteous driver usually did so. Judgment was given for Mr. Wilcock.

The Screen Kiss.

A kiss is said to be the hardest thing to photograph; when two people in earnest the faces are pressed too closely together and therefore appear squashed in the print. When they kiss lightly the kiss appears posed and false. From one angle one of the two actor's faces is hidden from sight. From another both are only partly visible. And there is no happy medium. One expert photographer argues that the best way to describe a kiss is in print rather than by camera. But he goes on taking Maurice Chevalier Greta Garbo, Jeanette MacDonald and all the rest of them—And the world at large notices nothing very deficient about the final close-ups.

Women Police Criticised.

Criticism of the system of women police is contained in "C.I.D. Behind the Scenes at Scotland Yard," by Hargreaves Lee Adam. Of women police the author has nothing good to say, maintaining that they became part of the force only through the pressure brought to bear upon successive Home Secretaries by women's organisations, "whose mission appears to be to thrust women in wherever they can, whether they are suitable or not." "I am quite sure that they are not welcome to the male members of the service," he adds. "One of the heads of the service said to me recently: 'We do not want them. They are no good.'"

"Bells of Bow" Appeal.

Another appeal is being made, on behalf of the Rector and churchwardens of St. Mary-le-Bow, Cheapside, to save that famous church from imminent collapse, and the even more famous "Bells of Bow" from silence. The church has been in a bad state of repair for many years. Five years ago an appeal fund was opened for £15,000. To this less than £3,000 was contributed. The present appeal, which opened recently, takes the form of a special local "drive" to obtain £1,000 towards the amount required. Leaflets are to be distributed among "all who carry on business in Cheapside and Poultry"—the district in which St. Mary-le-Bow is the parish church—calling attention to its plight, and pointing out that it must, in any case, be closed for repairs. The Lord Mayor is President of the Fund.

★ Local Notes and Events ★

There was no business of public interest at the Council meeting of the Hong Kong Football Association held yesterday, which dealt with routine matters.

A report has been made to the police by Captain Rowlette, living at the Peak Hotel, of the theft of a spare wheel and tyre from his car during Monday night.

The body of a woman was picked up in the Harbour at Kennedy Town on Monday and has been identified as that of a woman who had been reported missing from 13, Tai Pak Terrace.

Mr. W. J. Cox, of Reuters, Ltd., Shanghai, who has been a holiday tour of the Far East, during which he visited Japan and Korea, returned to Shanghai last Thursday by the Dairen Maru from Dairen.

For stealing a water-pipe, valued at $25 from the Government Store Yard at the junction of Waterloo Road and Shanghai Street, a Chinese who was convicted by Mr. Fraser at Kowloon Magistracy was sentenced to six weeks' hard labour.

One case of typhoid fever and one case of puerperal fever were reported on Monday. During last week there were three cases (one death) of enteric fever, one fatal case of diphtheria and 44 deaths from pulmonary tuberculosis.

According to the Shanghai Chinese Press, Mme. Chang Hsueh Liang is coming south to attend the funeral of Mme. K. T. Soong. She was to have left Peiping last Thursday night, accompanied by her daughter and a strong bodyguard.

According to the *Sinwanpao*, officers of the Greater Shanghai Bureau of Public Safety Passport Office refused to permit passengers of one of the Dollar Co.'s steamers to land or embark until the master hoisted the Chinese flag. Their demand is said to have been acceded to after which the officers commenced to examine the passports.

The *China Times* says that the funeral of the late General Tan Yen Kai, former President of the Administrative Yuan, will take place with national honours on September 4. The Government has set aside $50,000 as funeral expenses.

She was only a passenger coming out of the Tung On Wharf, but her actions aroused the suspicions of revenue officers who accosted her and had her searched. Tied round her legs were 25 taels of raw opium and the woman was accordingly charged with unlawful possession. Brought before the Magistrate yesterday, she was fined $700 or four months' imprisonment.

Tsang Ho Yin, a salesman employed by the Hong Kong Motor Accessory Co., faced two charges of embezzlement at Kowloon Magistracy yesterday. After Mr. T. L. Knight, proprietor of the Company, had given evidence, the case was adjourned till August 25. It was stated that the defendant was alleged to have embezzled $27.00 on May 9, and $10.32 on August 16.

The famous Kang Yu Wei library in Tsingtao is reported to have been purchased by the Shantung authorities for $60,000. The late Mr. Kang Yu Wei was one of China's most distinguished scholars and an ardent monarchist. He was responsible for a reform movement 30 years ago which resulted in his exile. His library is said to have been one of the most valuable private libraries in China.

Prosecuting in a case in which a Chinese was charged with the unlawful possession of 2.5 taels of prepared opium, Revenue Officer Ward told Mr. Schofield yesterday that the contraband was found inside a balloon which was deflated. The balloon was tucked away in the man's girdle and had to be inflated before the opium could be poured out. He was fined $200 or eight weeks' hard labour.

When charged before Mr. W. Schofield yesterday with being found in a house in Johnson Road in possession of a screw-driver, a Siamese frankly admitted that he was there with the intention of stealing some clothing. Inspector McLellan told the Court that the defendant was found in a cubicle by the mistress of the house. There was nothing known against the man locally, though the defendant himself admitted that he had been banished from Siam. To prove this he showed certain tattoo marks on the back of his right hand, stating that that was his sentence written in the Siamese language.

From the Files.

Looking Back 25 Years.

Licenses have been granted Sir Paul Chater to prospect for metals and minerals other than gold, silver and precious stones, in the districts of Lantao Island, Tsunwan and Shatin. Ten cents royalty is to be paid on every ton of iron ore when ready for exportation, or for smelting or reducing during the current year.—*Hong Kong Daily Press, August 20, 1906.*

Looking Back 50 Years.

A rather awkward and decidedly stupid joke has been played upon a well-known resident of this Colony. We refer to the announcement in several of the principal London papers of the marriage in Hong Kong of Mr. William Wotton, solicitor. We are authorised to emphatically contradict this announcement, which, though, of course, known to be a hoax in the Colony, will naturally be accepted as genuine elsewhere. This joke has been carried rather too far, and it is only poor consolation to the victim to reflect that it was pretty well paid for by the industrious advertiser.—*Hong Kong Daily Press, August 19, 1881.*

ARREST OF COMMUNIST CHIEF AT SHANGHAI

AMAZING EXTENT OF SOVIET ACTIVITY IN FAR EAST.

FURTHER ARRESTS EXPECTED IN JAPAN, MALAYA AND HONG KONG.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 19.

Unquestionably second only in importance to the Soviet raid in London, 1926, is the discovery in Shanghai of the centre of the Far Eastern Communist Organisation, as a direct consequence of the arrest at Singapore on June 17, of the Communist Le Franc.

The Authorities of the International Settlement have arrested and handed over to the Chinese Government with his wife (it is alleged that his wife is working with him) the eminent Communist member of the executive of the Third Internationale known as Moullens with seven aliases, five local addresses, eight Post Office boxes and four telegraphic addresses; first posing as a Belgian, then as a Swiss; possessing among several passports a British passport in the name Donat Boulanger, who is identified as a member of the Canadian Communist Party. His real nationality is authoritatively believed to be a Polish Jew posing as a teacher of languages with an office and archives in Nanking Road.

There are incredible revelations in the seized archives which prove the amazing extent of Soviet activity in the Far East; of the Shanghai office being in direct touch with submersive organisations in Japan, Korea, the Philippines, Formosa, Indo-China, Malaya, Dutch East Indies and Burma, also with attempting to establish direct contact with the Indian Trades Union movement.

SEMI-COLOSSAL EXPENDITURE.

The captured accounts show expenditure on a semi-colossal scale; £80,000 being distributed in the past few months.

Resulting from the Shanghai arrest there is expected to follow, to-day, many arrests in Japan, Hong Kong and Malaya.

The effect of the capture of the archives is undoubtedly a severe check to Communist Far East activity.

It is clear the organisation would soon have produced serious results in Pacific colonial possessions of Foreign Powers as well as increased the difficulties of the Chinese Government.

Moullens and the woman are now awaiting their fate at the hands of the Chinese Government.

TENG YEN TA AMONGST THE NUMBER ARRESTED.

The Shanghai Municipal Police yesterday afternoon arrested twelve alleged Communists, including Teng Yen Ta, who was a prominent member of the Wuhan Communist Government in 1927 under Borodin.

HUNDRED AND EIGHTY CHINESE DEPORTED.

DUTCH EAST INDIES POLICE BUSY.

[THROUGH REUTER'S AGENCY.]

BATAVIA, Aug. 17.

Over a hundred and eighty Chinese are being deported from the Dutch East Indies following police investigations into Communist propaganda in the Riau Archipelago.

NEW LINER FOR CHINA TRADE.

P. & O. CARTHAGE LAUNCHED YESTERDAY.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 18.

Intended for service to China and the Far East the P. & O. liner Carthage was launched to-day.

Her tonnage is 14,000 tons; speed 19½ knots; she will carry a crew of 300, and have accommodation for 160 first class and 200 second class passengers.

JAVA SUGAR SALES.

1,204,000 TONS STILL TO BE SOLD.

[THROUGH REUTER'S AGENCY.]

BATAVIA, Aug. 18.

The United Java Sugar Producers have sold to exporters 253,000 tons of superior sugar, being the balance of the 1930 crop, the price is not yet known.

It is also reported that 150,000 tons of brown sugar of the 1931 crop has also been sold.

1,204,000 tons are still available for export.

OBITUARY.

LIEUT.-COL. SHERWOOD KELLY.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 18.

The death occurred to-day of Lieut.-Col. Sherwood Kelly from malaria which he contracted during service in the Far East.

Lieut.-Col. Sherwood was promoted on the field during the Boer War for bravery and won the Victoria Cross during the Great War.

WIND STORM CAUSES MUCH DAMAGE.

ROUGHEST SUMMER SEAS FOR MANY YEARS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Aug. 17.

Following a week-end of thunder rain and violent wind which caused much damage, stormy weather was experienced along the South Coast to-day.

High winds and the roughest summer seas for many years are reported.

Three lives were lost in a boating accident off the Isle of Wight and a bungalow village which had grown up on a shingle beach near Winchelsea, the old Cinque Port, has been cut off by waves which threatened to undermine the foundations of the buildings.

London and other inland districts enjoyed much improved weather but the outlook is again unsettled.

Thirteen Deaths Reported.

LONDON, Aug. 18.

Widespread damage was caused by a gale which swept Britain yesterday.

Thirteen deaths have so far been reported.

Promenade Damaged.

RUGBY, Aug. 18.

Heavy gales around the English coasts did great damage yesterday. Beach equipment was wrecked at a large number of seaside resorts.

The Sussex coast was swept by heavy seas and at Winchelsea thatch buildings were flooded and wrecked, while a lowlying area was threatened with extensive inundation but wind and seas abated before high tide early this morning.

Great damage was done to the promenade in course of construction at Fletwood; at Barmouth, where new sea defences are partially completed, damage estimated at £3,000 was caused.

Several boating and bathing accidents occurred and some lives were lost. Heavy rain fell again yesterday in many parts of the country causing floods and landslides.

In the north of England and in Scotland and Wales there are many acres flooded.

BALDWIN'S HURRIED RETURN TO LONDON.

HEAVY FALL IN BRITISH GOVERNMENT STOCKS.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 17.

Excitement has been caused by a report from Paris that Mr. Stanley Baldwin has left Aix-les-Bains for London. He had not expected that he would make any move before receiving a report from Mr. Neville Chamberlain on Thursday after the Government had communicated its programme to Mr. Neville Chamberlain and Sir Herbert Samuel.

The Cabinet Committee adjourned after four and a half hours' discussion until to-morrow morning when it will continue probably the whole day if necessary.

In view of the principle laid down by Mr. Ramsay MacDonald that there must be "equal sacrifices for all" a proposal is seriously being examined for a tax on fixed interest bearing securities.

Reuter understands, however, that on examination it was revealed that there were certain difficulties in the application of such a tax. Well-informed political circles consequently consider the likelihood of such a tax has been considerably lessened.

Rumours of such a plan getting abroad during the day, however, caused one of the heaviest falls of British Government stocks in recent times.

The Committee is determined to be in a position to submit a definite programme to the full Cabinet on Wednesday which may be embodied in the new Finance Bill which would be presented to a special session of Parliament next month.

[BRITISH WIRELESS SERVICE.]

Early Re-assembly of Parliament.

RUGBY, Aug. 17.

The Cabinet Sub-Committee of five, which is considering measures to secure a balanced Budget, met this afternoon for three hours and, after an hour's adjournment, continued its study of the projects before it.

A week of important political events, which may lead to an early re-assembly of Parliament, began with the return to London this morning of the Prime Minister, who travelled by night from Scotland. With other Ministers, Mr. Philip Snowden, Mr. Henderson, Mr. Graham and Mr. Thomas, Mr. MacDonald will to-morrow continue preparation of proposals for the consideration of the full Cabinet on Wednesday. On Thursday a meeting will be called to explain the financial position to the General Council to the Trades Union Congress and Executive of the Labour Party, and they will probably also be in consultation with Leaders of the Conservative and Liberal Parties with regard to the Cabinet's plans.

Prince of Wales Postpones Holiday.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 18.

The Prince of Wales has temporarily postponed his departure by 'plane from England for a holiday at Bayonne.

The *Daily Express* understands the reason is that the Prince is anxious not to leave the country until he is assured the financial situation has become clearer.

Has He Been Assured?

LATER.

The Prince of Wales took off in his private monoplane from Windsor Great Park for France at 10.20 a.m.

[BRITISH WIRELESS SERVICE.]

RUGBY, Aug. 18.

The Cabinet Economy Committee, which consists of five ministers, held two sessions last evening the second of which rose at ten o'clock.

The examination of problems before them was resumed this morning and will probably be continued throughout the day.

Leading members of the opposition parties are likely to be in London this afternoon and will hold themselves in readiness for consultation when the Prime Minister so desires.

Newspapers anticipate that although support of the General Council of Trades Union Congress and Labour Party Executive may not be unanimous at the joint meeting which will meet on Thursday it will accept the Government's proposals, the full scope of which will then be communiated to opposition leaders.

GERMAN AIRMEN IMPRISONED.

REGARDED AS BREACH OF INTERNATIONAL LAW.

[THROUGH REUTER'S AGENCY.]

BERLIN, Aug. 18.

The German pilots, Ratje and Koelber, who were shot down by a Mongolian tribe on July 2, while flying from Shanghai to Manchuria, have been sentenced to five years' imprisonment by the Mongolian Court for espionage, according to a report received by the German Foreign Office.

The Court's action is regarded as a breach of International Law and the airmen's detention illegal.

The German Foreign Office has urged the Government at Urga for a pardon.

The Soviet Consul is said to be interceding for Koelber, who is at present in hospital.

RETURN FLIGHT PLANNED.

AMY LEAVING TOKYO ON AUGUST 24.

[THROUGH REUTER'S AGENCY.]

TOKYO, Aug. 18.

Amy Johnson is planning to start her return flight to England on August 24, after joining in the welcome of the Lindberghs.

GERMAN WOMAN ON SOLO FLIGHT.

TAKES OFF FOR TOKYO.

[THROUGH REUTER'S AGENCY.]

BERLIN, Aug. 18.

The airwoman Fraeulein Marga von Etzdorf hopped off from Tempelhof Aerodrome at 4.30 a.m. for Moscow on a solo flight to Tokyo.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m., stated:—

The northern typhoon appears to be less than 300 miles E.N.E. of Shanghai, moving N.N.W. A depression still covers S.W. China.

Local Forecast:—S.W. winds, moderate; generally cloudy; occasional rain.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:

Manila, August 18, 3.30 p.m.—Typhoon in about 140deg. Long. E. and 14deg. Lat. N., direction unknown.

TEA GROWING IN PERSIA.

ITALIAN EXPERTS TO BE ENGAGED.

[THROUGH REUTER'S AGENCY.]

TEHERAN, Aug. 19.

The Ministry of Agriculture is submitting a Bill to Parliament for the engagement of several tea-growing experts. It is expected that Italians will be engaged.

OFFICIAL LONG DISTANCE FLIGHTS.

TEST FLIGHT STARTING ON SEPT. 24.

[BRITISH WIRELESS SERVICE.]

RUGBY, Aug. 18.

The first of the long-distance flights planned by the Air Ministry for the Autumn will probably start from Cranwell, Lincolnshire, on September 24, when an attempt will be made to reach Khartoum non-stop, with the object of testing the new Fairey monoplane and its Napier Lion engine in African temperatures and atmospheric conditions.

It is hoped after the flight into the Sudan to undertake a non-stop journey to the Cape, which would incidentally restore to Great Britain the distance record recently taken from France by the American airmen, who flew five thousand miles from New York to Constantinople. From Cranwell to Capetown is a distance of 5,900 miles.

WILL MR. NORMAN VISIT AMERICA?

RUMOUR OF CONFERENCE WITH U.S.A. BANKERS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Aug. 18.

Wall Street is agog over the voyage of Mr. Montagu Norman, Governor of the Bank of England, to Canada.

There is no doubt in financial circles that he will find time to confer with officials of the Federal Reserve Bank; some even predict a conference which may signalise a change in the strategy of the Central Banks.

It is also rumoured that the Federal Reserve Bank contemplates a ruling to prevent the creation of bills whose underlying commercial security is deemed inadequate.

MORE AMERICAN BANKS CLOSE.

BIG DECLINE IN U.S.A. TRADE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Aug. 17.

Following the announcement that four banks in Toledo, Ohio, and eleven savings associations had suspended payment, further reports of banking closures are reported.

Six small banks, with total deposits of approximately G$1,180,000 have closed their doors at Lincoln, Nebraska.

The Howell Bank and Trust Company, of Richmond, Virginia, with a capital of $250,000, has also put up its shutters.

WASHINGTON, Aug. 17.

The value and the volume of the foreign trade of the United States in the second quarter of 1931, April to June, was the lowest for many years.

The exports totalled £121,000,000, representing a decline of 35.9 per cent. in value, and over 20 per cent. in volume as compared with the corresponding quarter of 1930.

The imports totalled £102,000,000, being a decline of 36 per cent. on value and 16 per cent. in volume.

The imports of gold during the period exceeded the exports by £32,000,000.

ZEPPELIN EN ROUTE TO LONDON.

CARRYING TWENTY-TWO PASSENGERS.

[THROUGH REUTER'S AGENCY.]

FRIEDRICHSHAFEN, Aug. 18.

The Graf Zeppelin left for London at 7.05 a.m. with 22 passengers.

SCHNEIDER TROPHY CONTEST.

SEARCHLIGHTS TO GUIDE PILOTS?

[THROUGH REUTER'S AGENCY.]

RUGBY, Aug. 18.

Pylons marking the three angles of the Schneider Trophy contest course are to be placed in position on Thursday. Instead of the black and white chessboard pattern adopted for the last contest the pylons will be of plain orange, which will render them more easily seen.

In order to enable pilots travelling at a tremendous speed around the course to pick up the pylons quickly in the crowd of shipping it may be possible, if tests now being made are successful, to employ searchlight beams which will be cast on the water from each pylon in the direction from which the machines are coming.

The beams should be visible for a distance of six miles.

TEXTILE SHARES RELAPSE.

J. P. COATES REDUCE DIVIDEND BY 50 PER CENT.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 18.

Owing to the fall in cotton values J. P. Coates & Co., Ltd., have reduced their quarterly dividend from nine pence to 4½d., while the Bradford Dyers passed the interim dividend. This has caused a sharp relapse in textile shares on the Stock Exchange, the former have fallen six shillings and the latter over one shilling.

GERMANY'S SHORT-TERM CREDITS.

COMMITTEE OF BANKERS' RECOMMENDATIONS.

[THROUGH REUTER'S AGENCY.]

BALE, Aug. 18.

The International Bankers have finished their work with the adoption of Sir Walter Layton's report recommending for prolongation for six months the short-term credit of approximately five milliard marks to Germany on condition that the Central Banks, Britain, the United States as well as the Bank of International Settlements, which has already granted a $100,000,000 credit to Germany, are prepared to renew this for six months from August 18.

The report also favours the opening of fresh credits for Germany subject to certain conditions.

The International Consortium arrived at an agreement in regard to preventing the further flight of capital from Germany but the question for the prolongation of credits in marks to Germany was left open.

Although the majority of the members of the consortium have left Bale two German delegates remained in order to telephone to Berlin this morning hoping that an eleventh hour understanding in regard to the marks credit may be reached.

The resolution will be signed to-day.

Bankers Fail to Agree on Scheme.

BASLE, Aug. 17.

After discussions extending over three days, the committee of international bankers engaged on an examination of Germany's financial position have been unable to reach an agreement on the necessary measures for improvement.

The chief obstacle now is to make liquid the foreign credits at present in Germany without affecting German currency.

BERLIN BOURSE STILL CLOSED.

[THROUGH REUTER'S AGENCY.]

BERLIN, Aug. 17.

A conference between the Prussian Ministry of Commerce and the Bourse Committees to-day decided that it is out of the question to re-open the Stock Exchanges during August.

The date of re-opening will be discussed at a later conference.

HUNGARIAN FINANCIAL CRISIS OVER.

BANKS RESUME NORMAL BUSINESS.

[THROUGH REUTER'S AGENCY.]

BUDAPEST, Aug. 17.

The banks were permitted to resume normal business to-day, after severe restrictions had been imposed upon them, and it was found that depositors were not in the slightest degree, anxious to withdraw their money.

There were, in fact, considerably more payings-in than withdrawals.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, August 17.

Paris	123.04½
New York	4.85⅞
Brussels	34.66
Geneva	24.22
Amsterdam	12.04½
Milan	92.84½
Berlin	20.53½
Stockholm	18.16
Copenhagen	18.17
Oslo	18.17
Vienna	34.55
Prague	164
Helsingfors	193½
Madrid	50.4
Lisbon	110½
Athens	375½
Bucharest	817
Rio	3 5/32
Buenos Aires	32½
Montevideo	24
Bombay	1/5½
Shanghai	1/2½
Hong Kong	11½
Yokohama	2/- 25/32
Silver, spot & forward	12½

HUGE INDUSTRIAL PLAN FOR CHINA.

DEVELOPMENT OF LAND AND MERCANTILE MARINE.

[THROUGH REUTER'S AGENCY.]

GENEVA, Aug. 17.

A telegram from the International Labour Office has been received containing information from the Chinese International Department concerning a big industrial development scheme, which is to be submitted to the Chinese Government shortly providing for the development of 120,000,000 hectares of land at present lying unused, and the construction of a mercantile marine of at least 3,000,000 tons.

Other components of this scheme are extension of communications and means of transport, and the building of new factories all over China.

It is estimated that the carrying out of this scheme will require 200,000,000 tons of coal, and 12,000,000 tons of steel.

It is expected that the execution of the scheme will occupy a decade.

THIRD TEST "A WASH OUT."

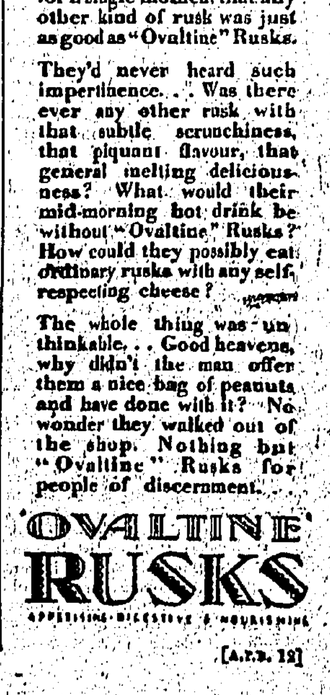
NO PLAY YESTERDAY BEFORE LUNCH.

[THROUGH REUTER'S AGENCY.]

MANCHESTER, Aug. 18.

The weather here has improved and has been fine all morning but the wicket was very wet after the rain during the past three days with the result that no start could be made in the Third Test. There was no play before lunch although the wicket was drying rapidly but the umpires decided to inspect the pitch again immediately after lunch and they will then decide whether it is fit for play.

MADDENING MOMENTS



A Shopping affair!

The idea. The very idea. That anyone could suggest for a single moment that any other kind of rusk was just as good as "Ovaltine" Rusks.

They'd never heard such impertinence. . . Was there ever any other rusk with that subtle scrunchiness, that piquant flavour, that general melting deliciousness? What would their mid-morning hot drink be without "Ovaltine" Rusks? How could they possibly eat ordinary rusks with any self-respecting cheese?

The whole thing was unthinkable. . . Good heavens, why didn't the man offer them a nice bag of peanuts and have done with it? No wonder they walked out of the shop. Nothing but "Ovaltine" Rusks for people of discernment.

OVALTINE RUSKS

APPETISING DIGESTIVE & NOURISHING

[A.R.B. 12]

Sports News

HOME RACING

Notes and News

By

OUR HOME RACING CORRESPONDENT.

The Leger will be run three weeks to-day and the betting quotations on July 30 were as follows:—

9/4 Cameronian.
9/2 Orpen.
8/1 Goyescas, Jacopo and Sandwich.
12/1 Rose en Soleil.
14/1 Pomme d'Api.
16/1 Shell Transport and Link Boy.
20/1 Sir Andrew, Gallini and Concerto.
25/1 Revaillon and Salaam.
33/1 Convoy, Knolcma, Lightning Star, Estate Duty, and Truculent.
40/1 Philae, Pickpocket, Trinidad, and Vamos.
50/1 Abbots Worthy, Armagnac, Glenalmond.

It is nearly thirty years since a horse won the Triple Crown, namely the 2000 Guineas, Derby, and St. Leger, but this year there seems to be outstanding confidence in the ability of Cameronian to gain this honour, and I think the majority of us hope that he will win. Cameronian has not been raced since Ascot, he is naturally being kept for the race, and every conceivable effort will be made by his trainer to win the race.

On looking through past records, one finds that the Leger has been won by horses at a pretty short price, or at long odds, usually of course the former. We have to go back to 1923 to find a long shot and it may prove interesting to enumerate horses which have won at a long price:—

1923.	Tranquil	100/9
1922.	Royal Lancer	33/1
1921.	Polemarch	50/1
1920.	Caligula	100/6
1919.	Keysoe	100/8
1913.	Night Hawk	50/1
1905.	Challacombe	100/6
1901.	Doricles	40/1
1898.	Wildfowler	10/1

The Three-Year-Olds.

This year the three-year-olds are undoubtedly above the average, and it seems quite possible, should Cameronian or Orpen fail that the race will be won by an outsider, for if you refer to the betting quotations, you will see horses at a long price which have run with considerable success this season.

There is one rather interesting entry in Vamos, a horse owned by the Aga Khan. Vamos did not run as a two-year-old in England but he was fourth in the Eclipse, and in the Atlantic Cup at Liverpool on July 24 ran Trinidad to a head. In the latter race he carried the same weight as the winner, 7st. 10 lbs., and the favourite, Doctor Dolittle, conceding a stone could only finish fourth.

It must be remembered, however, that both the above races are but a distance of a mile and a quarter.

The Aga Khan has three horses in the race, or rather entered: Pomme d'Api, Pickpocket and Vamos, so that it will be well to watch this stable pretty carefully.

Another possible outsider is Philae, a somewhat fancied Derby candidate, which has come into the picture recently as a result of his running in the Duchess of York Plate at Hurst Park. Beaten a short head by Seascape in a thrilling race, he was conceding 22 lbs. The distance, however, was one mile, and Abbots Worthy the favourite, and also a Leger candidate, was unplaced. There was but 2 lbs. between Philae and Abbots Worthy in favour of the former.

There are also two others worthy of consideration: Shell Transport and Link Boy; it will be remembered that Link Boy was scratched just before the Derby. Rose en Soleil is improving, and on July 23 won the Knowsley Dinner Stakes at Liverpool over 1¼ miles; in this race he beat Sir Andrew and Glenalmond, both Leger candidates. The winner and Glenalmond were at level weights and 7 lbs. better off than Sir Andrew, who finished fourth.

Turning to the more favoured candidates, one hears that Jacopo is still making progress, but opinion seems to be devided as to whether or not the running of Goyescas and Sandwich in the eclipse stakes enhanced their Leger chances. Personally I feel that the former hardly likes racing or rather the final effort to win, and I do not think that Sandwich can beat Orpen, my reasons being as follows:—

At Ascot over 1¼ miles Sandwich, giving 7 lbs. to Khorsheed, beat him by 1½ lengths. At Liverpool on July 22 and over one mile five furlongs, Orpen conceded 24 lbs to Khorsheed, beat him by a neck, and evidently could have won more easily. I feel that Orpen must be concerned with the finish of the Leger, in fact at the moment Orpen, following real consistency throughout the season, seems to me to have just as good a chance as Cameronian.

Two-Year-Olds.

I cannot do better this week than to include the following article on this season's two-year-olds, by the Special Commissioner of *The Sporting Life*:—

Last year is generally recognised as having been a "vintage" one for two-year-olds. Certainly, the second-season horses now in training have been showing to good advantage in races against their seniors.

I do not remember being so much impressed last July, or for that matter at the same period in any other recent season, by three two-year-old colts as I have been this time, with Clustine, Cockpen, and the Golden Hair colt. The Manton youngster could be given a worse name than Reubens.

Clustine is a son of the Derby winner Captain Cuttle, who, like Call Boy and Coronach, claims Hurry On as his sire and is out of La Mauri, a three-parts sister in blood to the "Guineas" winner Tetratema, being by his grandsire Roi Herode out of an own-sister—La Maula—to his dam Scotch Gift.

Sold to Mr. Persse.

La Maula, who was by Symington out of Maund, by the Prince of Wales' Stakes winner Tarporley, was bred by the late Mr. E. Kennedy, of the Straffan Station Stud, and was sold by him to Mr. "Atty" Persse at the December Sales of 1919 for 1,200gs.

She was then seven years old, and was bought by the Stockbridge trainer, apparently because of her relationship to the dam of the "Guineas" winner. She ran eight times without a bracket upon the racecourse, and had done little in the paddocks.

For Mr. Persse she bred La Mauri to Roi Herode, and this filly was sold to the Aga Khan as a yearling at the Second July Sales of 1923 for 560gs.

Appearing only as a two-year-old, La Mauri ran three times, and after winning the Somerville Stakes and running second to Diomedes in the Saxham Stakes, went to the paddocks, where she has produced Nijinski, Aveline, La Boni, and now Clustine.

Clustine first saw daylight in Ireland, and was sold by the Aga Khan to his present owner, Mr. A. K. Macomber, at the last Deauville Yearling Sales for well under four figures in guineas.

A grandly made colt, with plenty of scope and reach, he will, if all goes well, be one to think about in connection with next year's "classic" events. His next appearance will, I hear, be in the Clear-well Stakes in October.

Son of Buchan.

Passing on to Cockpen, Here there is a chesnut son of Buchan, a son of Sunstar that ran second to Grand Parade in the Derby of 1919, out of Margeritta, a Charles O'Mally mare, whose third dam was Sisterlike, a daughter of Ladas from Sister Yucy, the dam also of Lucinda and the Biennial Stakes winner Brother Bill.

Sisterlike, who was bred by the late Lord Rosebery, never appeared upon a racecourse, but at the stud produced such winners as Stornoway and Sebastian, and also Cirencester, a daughter of Cicero that never ran, but in the paddocks became the dam of Cornium, Montrenil, and Coucy before being exported to Argentina.

Coucy passed frtm her breeder's (Lord Londonderry) hands into the possession of Mr. E. Bellancy, who was responsible for the production of Margeritta, a mare that he sold to Lord Woolavington as a yearling for 1,050gs, and who as a two-year-old was reckoned to be the second best filly of her year on account of her successes in the Queen Mary Stakes, the Fulbourne Stakes, and three other events, valued at £8,027.

Going to the paddocks in 1925, Margeritta foaled Finola in 1926, Maid Margaret in 1927, a chesnut filly by Captain Cuttle in 1928, and Cockpen in 1929.

This season Cockpen has appeared twice and has won both his races with consummate ease. His pedigree does not read to me to be quite sound enough to be that of a really "great" horse, and I rather prefer that of the Golden Hair colt, who has scored in his last two attempts and was third upon his only other appearance.

A son of Gainsborough this, his dam Golden Hair was bred by Mr. Gilbert Robinson—of Bracket fame—and was by Golden Sun, a son of Sundridge out of Tendril, by St. Simon from Sweetwater, by Hampton.

(Continued at foot of next column.)

The female line here is of the No. 10 family that has been rather in the shade for the last few years, but it must be remembered that Tendril produced such useful winners as Daughter of the Vine and Springshoot, and that though never brilliant, Golden Hair won good races when under the charge of Roy Pope, of Royston.

Won Four Races.

Sold originally as a yearling by Mr. Robinson for 500gs, Golden Hair won a maiden race at Manchester in her first season, and as a three-year-old earned brackets at Lanark, Newmarket, and Liverpool.

Nothing came her way as a four-year-old, and at the end of 1925 she was sold to Sir Alec Black at the Newmarket Second October Sales for 600gs.

This purchase was apparently made on behalf of Mrs. E. Clayton, as under her name Golden Hair appeared in the December Sales catalogue of 1927 and was sold to Lord Furness for 4,400gs.

She had then been covered by Tetratema, but proved barren, and at the next mating, to Gainsborough, produced the present colt, who made 3,000gs. as a yearling at the last Doncaster Sales.

This must complete my review of the three best two-year-old colts that have been out. In my next article I propose dealing in the same way with a trio of fillies, the selection of which may come as a surprise to many.

"TEDDY" JOHN WINS FIRST PRO. FIGHT.

REFEREE STOPS BOUT IN EIGHTH ROUND.

[THROUGH REUTER'S AGENCY.]

"Teddy" John of Chelsea, son of the artist Augustus John, won his first fight as a professional boxer at Croydon Stadium against Ted Giles of Croydon, last night.

John, who is a giant six-footer, aged 23, so severely punished Giles, who has won 200 fights, that the referee stopped the fight in the eighth round.

AMERICAN YACHT'S FINE WIN.

ONE COMPETITOR WASHED OVERBOARD.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 17.

The great ocean yacht race over a course of 615 miles from Cowes to Fastnet Rock and back *vid* Plymouth was won by the American yawl, Dorade, which recently won the trans-Atlantic race. Two American schooners, the Water Gypsy and Mistress, were second and third, respectively.

The race was marred by the tragedy of Colonel Charles Hudson, the part owner of one of the competing vessels, who was washed overboard and drowned during the gale which swept the English coasts yesterday.

News is still awaited of four of the seventeen yachts which took part.

ULSTER MOTOR RACE SENSATION.

THREE BUGATTI CARS SCRATCHED.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 17.

A sensation has been caused in Belfast by the news of the scratching of the three Bugatti cars entered for the Royal Automobile Club Trophy Race, which is to take place in Ulster on Saturday next.

Officials organising the great race are mystified as regards the reasons for the withdrawal, no explanation having been received hitherto.

The Bugatti cars were to have been driven by a team of French "aces" who were expected to engage in a keen competition with an Italian team of racing drivers in their Alfa Romeos.

The defection of the Bugattis detracts from the international character of the contest, though 48 cars remain entered.

SWISS MOTOR CYCLE RACES.

BRITISH RIDERS' SUCCESS.

[BRITISH WIRELESS SERVICE.]

RUGBY Aug. 17.

British machines were successful in the Swiss Motor Cycling Grand Prix Races over the week-end.

Stanley Woods riding a Norton won the five hundred c.c. class, at an average speed of seventy-three and a half miles an hour and Percy Hunt, who has won the Dutch-Tourist Trophy as well as the British Tourist Trophy, also riding a Norton, won the three hundred and fifty c.c. class at an average speed of sixty-nine miles an hour.

Lawn Bowls.

KOWLOON OR CRAIGENGOWER FOR THE CHAMPIONSHIP?

ISSUE CLEAR AT THIS STAGE.

[By "GREEN."]

Bad weather has seriously interfered with the completion of several interesting lawn bowls fixtures, which included two games in the open singles championship during the middle of last week and again the Spey Royal Cup match and Inter-Departmental game on Sunday. However, the position might have been worse had the rain done its worst on Saturday, when the forenoon doubts were dispelled by all the teams turning out for play. It seemed that the heavens would open at any moment, but happily all the League games were completed though in somewhat gloomy weather.

* * *

The two leaders in the senior division, Kowloon C.C. and Craigengower, were deprived of the points, but, as I see it, the former, even allowing for their unexpected reverse, stood to gain by the defeat of the Valley team. In the event of Craigengower winning both their remaining games, one of which they have to play away at Taikoo, they can only qualify for a replay with Kowloon C.C. if the latter lose their last game with Civil Service at the Valley. It seems likely that the issue will be clear next Saturday when Craigengower undertake their trip to Taikoo and Kowloon C.C. visit the Valley. Kowloon may then establish themselves as champions for the first time.

* * *

The Bowling Green Club performed a great feat in lowering the colours of their neighbours, and all their rinks contributed to the winning margin of 13 shots. It is a coincidence that the defeat came just on a day when Fraser was unable to play as in the case of the earlier defeat of the leaders by Civil Service C.C. Kowloon Dock also did well in beating Craigengower by 17 shots. Here again their three rinks shared in the victory, two rinks putting together the winning shots while the third played the most successful rink during the season to a draw. Club de Recreio accounted for the Police, who went down again with their full quota of defeats. The Police, however, may derive some consolation from the fact that they will be permitted to remain in the senior division again. Taikoo, who were favoured for a win over the Civil Service, satisfied their supporters, but they did so by a margin of only four shots.

* * *

The junior championship issue seems to be a keen one with the Bowling Green Club and Taikoo both taking the points on Saturday. The Electricians were badly defeated by the leaders, while one of the Taikoo rinks had a runaway victory in taking the points from the Yacht Club. Taikoo are two points behind the Bowling Green Club, both having two more engagements to fulfil. It looks as if this year's honours in the two divisions are going to be shared by the two Kowloon neighbours. The Bowling Green Club seconds have in the past approached within sight of having their name engraved on the shield, but, as in the case of the senior leaders, I think they will at last realise their ambitions.

* * *

Two rinks in each of the divisions won by ten shots or more, their respective Clubs in each case taking the points. The following figures were returned by these rinks:—

SENIOR RINKS.

F. C. Cullen (Kowloon Dock) beat R. Basa (Craigengower) by 11 shots, 24-13.

R. F. Luz (Recreio) beat J. C. West (Police) by 10 shots, 25-15.

JUNIOR RINKS.

W. S. Drake (Bowling Green) beat W. B. Muskett (Electric R.C.) by 23 shots, 32-9.

R. K. Duncan (Taikoo) beat A. L. Shields (Yacht Club) by 22 shots, 28-6.

* * *

While the most successful rink in the senior division retain the 100 shots up which they held before, the handsome victory gained by Duncan's rink has carried their total shots up to 113, which is four points above the record. The following are the latest figures:—

SENIOR RINKS.

		Up.
U. M. Omar (Craigengower)	12.	100
N. Drummond (Taikoo)	12.	78
R. F. Luz (Recreio)	13.	64
A. E. Silkstone (K.C.C.)	13.	51
J. Ferguson (Taikoo)	12.	49
J. Fraser (K.C.C.)	10.	41
F. Cullen (K.D.R.C.)	12.	32
W. Russel (K.B.G.C.)	13.	18
J. Puncheon (K.D.R.C.)	10.	16
J. Gregory (C.S.C.C.)	12.	10

(Continued on next Column.)

HOME CRICKET.

WINS FOR KENT AND ESSEX.

[THROUGH REUTER'S AGENCY.]

London, August 17.

Two of the county championship matches which started over the week-end were brought to a conclusion to-day when Kent and Essex registered easy wins over Nottingham and Hampshire, respectively.

In the Kent-Notts match, the latter batted first but were all out for 124 runs, Freeman doing much damage by getting 6 for 76. Kent, however, could only muster 89 in reply, Woce (8 for 40) being responsible for their downfall.

In the second innings, Notts were all out after they collected 157, bowling honours this time going to Marriott (7 for 67). Kent then went in and scored 195 for 4 to win by six wickets.

Innings Win for Essex.

One innings and sixty-two runs was the big margin by which Essex defeated Hampshire when these counties met in their Championship fixture. Eastman was prominent for a fine piece of bowling when Hampshire batted first. He sent down some deadly stuff to take 5 wickets for 15 runs and was chiefly responsible for the dismissal of Hampshire for the poor total of 91 runs. To this total Essex replied with 207, Kennedy getting 6 wickets for 57 runs.

Going in for the second time, Hampshire found they were up against a very stiff attack which was in the hands of Smith and Nichols and they were consequently all out for 54 runs. The former took four wickets at the cost of 2 runs apiece while Nichols had 5 for 24.

JUNIOR RINKS.

R. K. Duncan (Taikoo)	11.	113
W. S. Drake (K.B.G.C.)	12.	91
D. Munro (Taikoo)	12.	90
J. G. Ozorio (Recreio)	12.	45
J. P. Robinson (K.C.C.)	11.	36
W. Gill (Craigengower)	8.	34
A. Davidson (K.B.G.C.)	11.	30
P. T. Farrell (K.C.C.)	6.	23
H. Strange (C.S.C.C.)	9.	27
W. Macfarlane (Yacht Club)	11.	20
V. Petherick (K.B.G.C.)	8.	19
A. L. Shields (Yacht Club)	7.	12

FANLING GOLF.

BOGEY POOL RESULT.

The Bogey Pool at Fanling over the week-end resulted as follows:—

I. K. MacFarlan, 3 down, wins.

There were 19 entries including 13 carried forward from July.

TRESPASSER PLACED ON TRIAL.

VERDICT OF GUILTY.

At the Criminal Sessions yesterday, Wong Ho stood his trial before the Puisne Judge (Mr. Justice Lindsell) and a jury on a charge of assault with intent to rob, while there was another count of being found at night in a building with intent to commit a felony.

Mr. T. S. Whyte Smith, prosecuting for the Crown, dealt with the charge against the accused, which would be proved by the witnesses, that he was found on the third floor of 27, North Street, Kennedy Town, with intent to steal the property of one Pun Wo.

After hearing evidence, the jury returned a verdict of guilty against the prisoner on the first charge, the second charge being withdrawn.

His Lordship passed sentence of three years' imprisonment with hard labour.

One Trial Postponed.

The trial of Lau On Nam on a charge of wounding a girl at Yaumati, which was fixed to take place to-day before the Puisne Judge, has been postponed until September 3.

In the Chief Justice's Court this morning, William Bowen will be brought up on a charge of murdering Lam Yu Yuk, both the accused and deceased being inmates of the Mental Hospital.

ST. JOHN AMBULANCE BRIGADE.

KING HONOURS LOCAL OFFICERS.

His Majesty the King has been pleased to confer upon Dr. W. B. A. Moore, Corps Surgeon, the honour of Serving Brother, Venerable Order of St. John, and Associate Serving Brother upon Mr. Chak Tai Kwong, Corps Superintendent.

The investiture will take place on a date convenient to H.E. the Governor, Knight of Grace of the Venerable Order of St. John.

The Grand Prior, H.R.H. the Duke of Connaught, has approved the issue of Long Service Medals to Corps Superintendent Chak Tai Kwong, and Sergt. Chang Wang Fat, Y.M.C.A. Ambulance Division.

'BUS CONDUCTOR STABBED IN KOWLOON.

ALLEGED ASSAULT BY THREE SHOP FOKIS.

Shortly after 7 p.m. yesterday, Lau Yan, a conductor of the China Motor Bus Company, received a stab wound which necessitated his removal to the Kowloon Hospital.

It is stated that a dispute arose between the conductor and three men owing to the latter refusing to pay their fares when the vehicle was in Gasgoigne Road, and it is alleged that the passengers set upon the conductor and assaulted him.

Mak Hon, *foki* of a roast pork shop 40, Bowring Road, Yaumati, alleged to be one of the assailants, was detained by the police. The other two men got away, but the police have received information that they are Ah Shu, *foki* of the Wo Chan roast pork shop in Shanghai Street, and Ah Tsat, working at the Cheong Lung roast pork shop in Kansu Street. These men are being looked for by the police.

THE POPE PRAYS FOR A MIRACLE.

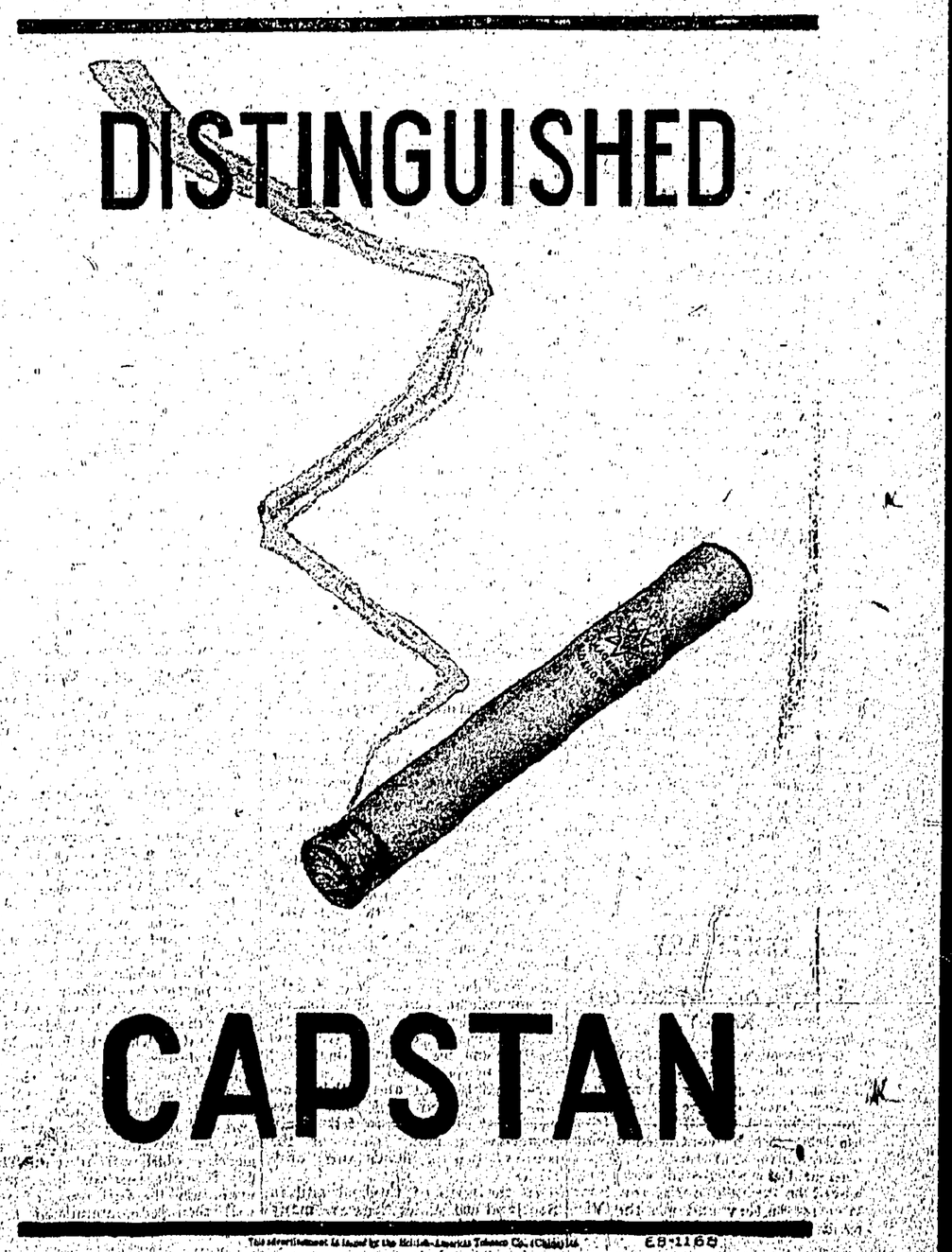
THAT THE BLIND WHO DO NOT WISH TO SEE MAY SEE.

Rome, July 19.—Referring to the present differences of opinion and points of view between Church and State in Italy, his Holiness to-day expressed the fervent hope that a miracle might happen so that "the blind might see."

The Pope, during a beatification process on behalf of Catherine Labouré, of "the miraculous medal," after recalling the tribulations suffered by himself and therefore by all the Church, stated that the world to-day was in need of miracles.

One miracle he wanted to happen was that people would not talk of things concerning which they know nothing, nor pass judgment on events without examination or knowledge.

But a still more urgent miracle for which the Pope asked the intervention of Catherine of the Miraculous Medal was "that the blind afflicted with the blindest kind of blindness, namely, the blind who do not wish to see, should see."



This advertisement is issued by the British-American Tobacco Co. (China) Ltd. E8-1168

PIRACY TRIAL.

SECOND ARREST AFTER FOUR YEARS.

ACCUSED FOUND GUILTY BY THE JURY.

A piracy which occurred on a fishing boat in 1927, in connection with which a man was sentenced to three years' imprisonment in the following year, was recalled at the Criminal Sessions yesterday before the Chief Justice, when another man, Chan Sam, stood his trial for the same offence.

The charge against the accused was that, with others unknown, he pirated a fishing boat, off Lan Tau Island, on January 29, 1927, and stole the boat, tackle, and property of the occupants. The complainants in the case were a man and woman living at Cheung Chau, who were two of the victims.

After a jury had been empanelled, Mr. Somerset Fitzroy, in outlining the Crown case, recalled the conviction of a man in 1928 in connection with the same pirney. His Lordship held that the reference was likely to prejudice the present accused. Tht jury which had been sworn in was discharged and a new jury was appointed.

Details of the Outrage.

In outlining his case, Mr. Fitzroy explained that Ng Lai, his wife, Sun Tai, a small girl and another man left Macao at about four o'clock on the morning of January 29, 1927, in a small fishing boat, and when off Lantau Island, just outside the waters of the Colony, they were attacked by six or seven people in another boat. One man was seriously injured and eventually died, but his death was no concern of the present case except as to evidence of what took place.

However, three pirates boarded the fishing boat, and it was alleged that prisoner was one of them. They tied the master and his wife to the mast and sailed the boat into Chinese territory, where the victims were taken ashore and detained. The woman was eventually released and went away to obtain money for ransom, but the girl disappeared entirely. Ng Lai and his wife were both released later and were put on board a regular passenger junk which took them to Macao. The fishing boat was not seen again.

Woman As Accuser.

The complainants, Ng Lai and his wife, were among the witnesses called by the Crown. It was established that the accused was seen at Cheung Chau in June this year by Ng Lai, who had him arrested. Subsequently the accused was brought to Hong Kong and he was picked out by the woman witness at an identification parade.

In giving her evidence the woman stated that the accused also travelled on the same boat to Macao, but that she lost sight to him at the landing place.

Answering a question put by the accused as to why witness did not report to the police at Macao and have him arrested, witness said that there were no police when they landed from the boat, and she also agreed that under such circumstances it would be easy for passengers to smuggle firearms or land kidnapped persons.

Accused's Statement.

Accused made a statement from the dock to the effect that he was falsely accused by the witnesses of being a pirate. He stated that he was also a victim of the pirates and was forced to carry out their orders to assist them in removing the loot. He was threatened with death if he disobeyed their orders. It was not true that he carried any firearms.

Continuing his statement, accused said that he was released at the same time as the complainants and went to Macao with them. If he had taken part in the piracy the complainants had the opportunity to report to the police in Macao and have him detained at the time.

In summing up the evidence to the jury, his Lordship said that the onus was on the Crown to prove beyond reasonable doubt that accused was guilty. The evidence of Ng Tai and his wife appeared to be contradictory on some points, but the incident had occurred four years before and it was not likely that they could remember all that took place. The accused also had the onus, in a lesser degree, of proving his innocence. The story he had given of having been forced by the pirates to assist them might be true, but he had not stated specifically how compulsion was used.

Verdict of Guilty.

After retiring for less than five minutes, the jury were unanimous in a verdict of guilty against the prisoner.

In addressing the prisoner, his Lordship said that he should consider himself fortunate that he was not indicated on a capital charge. The man referred to by accused, who was convicted in 1928, had also put forward the same defence at his trial, namely, that he was compelled by the pirates to assist them. The sentence in the present case would be the same as in the previous case, three years' imprisonment with hard labour.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail notice, etc.
2 p.m.—Close down.
5 to 7 p.m.—Chinese programme.
6 to 6.30 p.m.—Chinese children's programme.
7 to 10.30 p.m.—A selection of records kindly lent by a broadcast enthusiast.
7 p.m.—Mail notice, etc.
7.03 to 7.30 p.m.—

Musical Comedy.

"The Desert Song."—Debroy Somers Band (Col. 9200).
"Princess Charming." — Palace Theatre Orchestra (Col. 9162).
"Lady Luck."—London Theatre Orchestra (Col. 9214).

8 p.m.—Local time and weather report.
7.30 to 8.20 p.m.—

Variety.

Song—"Virginia—There's a Blue Ridge in My Heart" (Col. 4042).
Song—"He's Tall, Dark and Handsome." — Sophie Tucker (Comedienne).
Humorous Monologue—"Perlmutter as an M.P." — Nicholas Adams (Col. 9145).
Saxophone Solo—"Sax-o-phun."
Saxophone Solo—"La Cinquantaine."—Rudy Weidoeft (Col. 14037).
Monologue — "Our Child." — Charles Mack (of Moran and Mack — "The Two Black Crows").
Dialogue—"A Sermon on Throwing Stones."—"The Two Black Crows" (Col. 50061-D).
Song—"Baby Face."
Song—"I'm on My Way Home." — Jack Smith (Whispering Baritone) (H.M.V. B2383).
Descriptive Sketch—"A Day's Broadcasting."—Clapham and Dwyer (Col. 4745).

8.20 to 9.35 p.m.—The entire musical numbers of the pera Pagliacci (Leoncavallo) sung in English by the principals and chorus of the British National Opera Company.—4347/4358.
9.35 to 10.05 p.m.—

Talkie Tunes.

Song—March of the Grenadiers from "The Love Parade."
Song—Dream Lover from "The Love Parade."—Jeannette MacDonald (Soprano) (Vic. 22247).
Song—Ho! Riding Song of the Riffs from "The Desert Song."
Song—One Alone from "The Desert Song."—Harry Welchman and Male Chorus (Col. 4367).
Orchestral—Am I Blue? from "On With the Show."—Jack Hylton and his Orch (H.M.V. B5674).
Song—Rio Rita from "Rio Rita." —Richard Crooks (Tenor) (Viv. 1448).
Vocal Duet—D'Ye Love Me? from "Sunny."
Vocal Duet—Two Little Bluebirds from "Sunny."—Gladys Rice and Franklyn Baur (H.M.V. B2386).

10.05 to 10.29 p.m.—
Guitar Solo—"Tremolo Study" (Tarrega).
Guitar Solo—"Fandanguillo" (Turina)—Andres Segovia (Vic. 6767).
Chorus—"Camp-Fire Sing Song" (arr. Vernon Lee).—Vernon Lee and Caterham School Scouts (Col. 9235).
Orchestral—"Kamennoi-Ostrow" (Rubinstein).
Orchestral — "Liebestraume" (Liszt).—New Light Symphony Orch. (H.M.V. C1352).

10.29 p.m.—Rugby mid-day Press news.
10.30 p.m. (approx.).—Close down.

ST. JOHN'S CATHEDRAL NOTES.

St. John's Cathedral has been enriched, and its beauty enhanced, by the installing of new Communion rails, the gift of Mr. W. L. Pattenden. The rails were dedicated on Trinity Sunday, and in appearance are of very dignified workmanship. The design of the rails was the work of Sir Giles Gilbert Scott, R.A., Architect of the Liverpool Cathedral, and were contracted for by the Hong Kong Furniture Company, whilst the carving from the design was carried out by Mr. Chan Fook.

* * *

A few vacancies remain open in the choir for boy trebles. Apart from the fact that parents, in encouraging their boys to join the cathedral choir, are benefiting the church, and doing an extremely necessary work, they are also helping the boys, as the choir master gives them an extremely good training in singing. All expenses are paid by the Cathedral, and a small remuneration given to boys.

BOOKS and READERS

MURDER, MYSTERY AND DETECTION.

A BATCH OF "HORROR" VOLUMES.

[By NORMAN R. COLLINS.]

"Great Short Stories of Detection, Mystery and Horror." Second Series. Edited by Dorothy L. Sayers. Gollancz. 8s. 6d.

"They Walk Again." Ghost Stories Chosen by Colin de la Mare. With an introduction by Walter de la Mare. Faber and Faber. 7s. 6d.

"The Scent of Death." By Morley Roberts. Nash and Grayson. 7s. 6d.

"Pagan." By W. F. Morris. Bles. 7s. 6d.

"Grace Latouche and the Warringtons." By Marjorie Bowen. Selwyn and Blount. 7s. 6d.

A Ghost story, like a conjuring trick, can enjoy no half measure of success. Either the thing comes off, or it doesn't Either it frightens, or it fails, writes Norman R. Collins in the *News Chronicle*.

It can frighten with a sheer senseless horror, that is akin to disgust, as in "The Voice in the Night" (in Mr. Colin de la Mare's selection), in which a leprous creature, with "a great, grey nodding sponge" for a head, hails a boat out of the darkness. Or it can add art to horror, as in Mr. E. F. Benson's "The Room in the Tower" (in Miss Sayers's book), in which a framed portrait on the wall is found to be startlingly lifelike, and unnaturally heavy, and covers the hands of those who move it with a smear of blood.

Again, it can lure the reader on to the wrong side of the road, as in Mrs. Wharton's story, "Afterward" (another in Mr. de la Mare's net), without letting him know until he has come back, that it was the Styx, and not the road, that he had crossed. Or it can frighten him—and this is a favourite type of story—by rounding off a tale of inexplicable mystery with a plausible scientific explanation that firmly and for ever establishes the supernatural in this world, as in Miss Sayers's reprinted masterpiece of Ambrose Bierce, "The Damned Thing."

Why Ghosts Walk.

And it can fail in ten thousand different ways. It can strike too deep and resonant a note of horror, as in Mr. E. F Benson's "Caterpillar," a nauseating fantasy founded on cancer, to be found in "They Walk Again." Or it can fail—and these stories are too numerous to mention—because the authors have not even begun to understand the terrible forces that are assumed to drag the dead out of their graves and drive them back into their homes. And so we get those aimless ghosts that stroll about, frightening old ladies, upsetting the servants, and occupying the reader's time all to no purpose.

Boo to a Ghost.

Mr. H. G. Wells, in "The Inexperienced Ghost," in the Sayers Collection, has written an admirable parody of this kind of tale. The story told in the first person and describes how an unimaginative and well-dined member of a country club meets a mysterious figure on the stairs, who:

turned round, drew himself up, projected his face, raised his arms, spread his hands in approved ghost fashion—came towards me. As he did so, his little jaw dropped, and he emitted a faint drawn-out "Boo"....

"Boo — be hanged," I said. "Are you a member?"

In the matter of conversation, ghosts are notoriously backward. Usually they say nothing at all. When they do open their lips it is merely to produce a howl that an ordinary, earthly tomcat might make. The real trouble, of course, is that it is impossible to put the profounder emotions into words. And a ghost is always assumed to be a veritable sink of profound emotions. Shakespeare avoided the difficulty very neatly by making his "ghosted dead" in "Hamlet" simply "squeak and gibber"—leaving the rest to the imagination; which is the proper place for the profound.

Connoisseur of Qualms.

Both these collections, "They Walk Again" and "Tales of Mystery, Horror and Detection," are for the connoisseur of qualms. The first is an epicure's selection of 10 stories, and is introduced by Mr. Walter de la Mare, who can spread an atmosphere of mental unquiet across his own stories that clings like a sea-mist. Miss Sayers' volume is a great block of a book containing 67 tales. Its editor really does know what she is about. So does the publisher: half the legions of hell for 8s. 6d.!

Mr. Morley Roberts in "The Scent of Death" puts the ready-made, microscope-and-timetable, type of detective-story, writer to shame. Death has become so common in fiction lately, that writers have tended to forget that it is the climax of the last chapter of life, and have come to regard it merely as the climax of the first chapter of a "thriller." Mr. Roberts rediscovers all the primitive terror.

His tale may not be so intricately ingenious as some. But the remorselessly revenging hound that lopes, half in shadow, through its pages, is a hound that runs at the heels of the nightmare. All the fascination of alarm is here.

"Pagan" is a deceit; almost a confidence trick. It opens in the manner of a true tale of mystery—two travellers arriving under the cover of darkness at a lonely mountain inn; a squinting, suspicious reception; locked doors, and so forth—and then becomes an ordinary "thriller" with a character who talks like a gramophone with the needle permanently jammed in the groove of Bertie Wooster.

Bright enough, no doubt; but disappointing from Mr. Morris.

Miss Marjorie Bowen produces a greater volume of uniformly good writing than any other writer living. If she did not produce so much, she might, perhaps, produce something that was really excellent.

Her new collection of period pieces, mostly of the supernatural, contains an expert ghost-story of a cynical author who wants to write about ghosts, and nearly loses his balance while reading up his subject. And there is not one story here that fails in its intention.

But the history of fiction is full of authors who produced not too slovenly work, but merely too much. And I wish that Miss Bowen would follow Mr. Hoover and call a holiday.

HUNGARIAN WAR-PICTURES.

Two Prisoners. By Lajos Zilahy. Translated by Joseph Collins and Ida Zeitlin. London: William Heinemann. Pp. 504. 8s. 6d. net.

Seldom is a book so difficult to write about as this. The more that is written on the war the deeper becomes the agony of those who passed through the war years and have survived to read it. "Two Prisoners" gives an appalling glimpse into just a few more of those broken hearts; such a glimpse as makes the reader exclaim, Can it be that while we were commiserating with ourselves on the petty discomforts of the peace (that seemed so unbearable) others were enduring all this! Can it be that years after the re-establishment of comparative sanity, when we thought that our financial strait was the only hardship left to us, away in Central Europe the pain and death, the tyrannies and horrors of body and spirit were still rife? — that such over-whelming scenes continued to happen as that which is described in this well-translated novel by a Hungarian of the return of the prisoners of war from Russia? Yes, in the very summer of 1921, when we English were bemoaning as a nation the blow dealt at our cricket by the Australian cricketers! "Two Prisoners" may seem incredible, but it must be read if only for our self-castigation. It may be read for more than that, though. The drama is superb, and the two prisoners, a soldier and his wife, who, separated by the war, are tortured with the desire of the flesh and mind—prisoners of desire—until each is impelled to burst the fetters of honour and loyalty as the only alternative to insanity. Their poignant situation is heightened by their mutual love before they were parted—lyric love, depicted in frank, honest chapters that alone would make the novel memorable.

BIG GAME HUNTING IN INDIA.

Shikar Notes for Novices. Pioneer Press, Allahabad, India.

By The Hon. James W. Best, O.B.E. Late India Forest Service.

Perusal of this book leaves no doubt whatever in the mind of the reader that the author is a master of his subject, and that the publishers' statement that the book is full of jungle lore and of hints to the would-be hunter is well founded. The personal experiences of the author make extremely good reading, the chapter dealing with tiger hunts being particularly interesting.

Every phase of big game Hunting in India is dealt with, and the writer's advice to the prospective tiger-hunter is well thought out, though one is inclined to wonder if the naivette with which he suggests that the hunter who is setting out to watch over a kill to await the return of a tiger should take a book with him to while away the time is altogether unconscious.

The book is written in the forceful, convincing style, that the man of action often commands and will appeal to lovers of the gun and the chase—men who will not be over-critical of the technique of the work of a fellow sportsmen.

It is a book by a man for men, and as such is recommended as a good example of its type.

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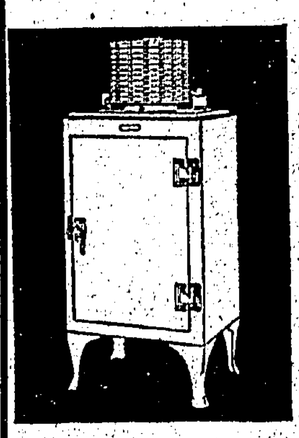

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RECENT CHANGES IN PERSONNEL.

Mr. J. A. Gow, from special duty, has gone Wharfinger, Pak-hin-hok.

Mr. T. L. Rasmussen, from reserve, has gone sup'y. chief officer, Kintang.

Mr. H A. Settle, sup'y. chief officer, Wanhsien, has gone chief officer, Shantung.

Mr. T. Goften, chief officer, Shantung, has gone chief officer, Hsin Peking.

Mr. W. C. Cameron chief officer, Hsin Peking, has gone sup'y. chief officer, Wanhsien.

Capt. J. S. Anderson, from reserve, has gone command, Nanning.

Capt. J. H. Hodgkiss, from Nanning, is on reserve.

Mr. W. R. Kirkland, second officer, Tean has gone sup'y. second officer, Wanhsien.

Mr. G. L. Brand, second officer, Whangpu, has gone second officer, Tean.

Mr. E. M. Foster, from reserve, has gone second officer, Whangpu.

Mr. G. Boulton, from short leave, has gone chief engineer officer, Kaying.

Mr. D. McI. Campbell, sup'y. chief engineer officer, Kweiyang, is on reserve.

Mr. A. McI. Brown, from short leave, has gone sup'y. second engineer officer, Kwangchow.

Mr. C. L. Crampton, from short leave, has gone chief engineer officer, Taming.

Mr. P. H. Todd, acting chief engineer officer, Taming, has gone acting chief engineer officer, Kintang.

Mr. Richardson, from short leave, has gone sup'y. third engineer officer, Hsin Peking.

Mr. F. C. McNaughtan, third engineer officer, Hanyang, has gone third engineer officer, Szechuen

Mr. J. F. Green, third engineer officer, Szechuen, has gone third engineer officer, Hanyang.

Mr A. C. Morice, second engineer officer, Tungchow, is in transit.

Mr. A. C. Lomorcier, second engineer officer, Wanhsien, has gone second engineer officer, Tungchow.

Mr. W. Forrster, master, Luchow, is on reserve.

Mr. J. Grossett, from reserve, has gone master, Luchow.

Mr. C. I. A. H. Hendry, from reserve, has gone master, Kwongsang.

Mr. R. A. Young, master, Erica Moller, proceeds to Sydney.

Mr. S. M. Copp, master Isabel Moller, has gone master, Erica Moller.

Mr. G. E. F. Beck, second officer, Kwongsang, has gone acting chief officer, the same ship.

Mr. A. B. Osmond, master, Kwongsang, is on reserve.

Mr. S. J. Barden, master, Siangwo, is on reserve.

Mr. C. L. Merrett, from reserve, has gone master, Siangwo.

Mr. L. W. Harrison, from reserve, has gone second officer, Hosang.

Mr. L. J. Stevenson, second officer, Hosang, is on short leave.

Mr. F. Webster, chief officer, Cheongshing, has gone chief officer, Hosang.

Mr. E. T. Griffiths, chief officer, Hosang, has gone acting chief officer, Kwaisang.

Mr. W. E. L. Courtney, second officer, Kwaisang, has gone acting chief officer, Cheongshing.

Mr. Lionel McRae, chief officer, Kwaisang, promoted acting master, the same ship.

Capt. R. J. Sneddon, acting master, Kwaisang, has joined the pilot service in Singapore.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 18.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.42	29.36	29.34
Temperature	79	81	83
Humidity ...	90	89	84
Wind—			
Direction	WNW	W	W
Force ...	4	2	1
Weather ...	OD	CM	OM
Rain	2.83	0.00	0.18

Highest open-air Temperature, 17:80
Lowest open-air Temperature, 18:78

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From August 19 to 25, 1931.

Days of Week	Date of Month	High Water Hong Kong Standard Time.	Height.	Low Water Hong Kong Standard Time.	Height.
		h. m.	ft. in.	m.	ft. in.
Wed.	19	01 05	5 5	06 58	2 3
		13 22	5 5	19 22	2 4
Thur.	20	01 41	5 6	08 15	2 2
		14 31	4 4	19 55	2 9
Fri.	21	02 20	5 7	09 54	2 0
		15 27	3 6	20 20	3 3
Sat.	22	03 12	5 8	11 35	1 7
		20 15	3 6	21 21	3 5
Sun.	23	04 25	6 1	12 00	1 4
		21 03	4 0	22 51	3 9
Mon.	24	05 43	6 3	—	—
		21 26	4 2	13 58	0 9
Tues.	25	06 58	6 7	00 06	4 0
		21 50	4 4	14 40	0 7

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Karmala, P. & O., Aug. 29.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Gange, Dodwell's, Sept. 9.
Cathay, P. & O., Sept. 12.
Sphinx, M.M., Sept. 15.
Soudan, P. O., Sept. 19.

ALEXANDRIA.

Pres. Harrison, Dollar, Aug. 23.
Pres. Hayes, Dollar, Sept. 6.
Pres. Filmore, Dollar, Sept. 20.

AMOY.

Huichow, B. & S., Aug. 19.
Kumsang, Jardine's, Aug. 19.
Tjibadak, J.C.b.L., Aug. 20.
Haiching, Douglas, Aug. 21.
Tsinan, B. & S., Aug. 21.
Kwangtung, B. & S., Aug. 22.
Haining, Douglas, Aug. 25.
Tjileboet, J.C.J.L., Aug. 25.
Taiyuan, B. & S., Aug. 27.
Takada, B.I., Aug. 27.
Anhui, B. & S., Aug. 30.
Suisang, Jardine's, Sept. 2
Tjikembang, J.C.J.L., Sept. 3.
Sirdhana, B.I., Sept. 11.
Kutsang, Jardine's, Sept. 19.

ANTWERP.

Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Karmala, P. & O., Aug. 29.
Hakozaki Maru, N.Y.K., Sept. 5.
Annam, Manners, Sept. 7.
Soudan, P. O., Sept. 19.

AUSTRALIAN PORTS.

Kitano Maru, N.Y.K., Aug. 22.
Tanda, E. & A., Sept. 2.
Taiping, B. & S., Sept. 15

BALTIC PORTS.

Annam, Manners, Sept. 7.

BALTIMORE.

Phemius, B.F., Sept. 7.
Taybank, Bank, Sept. 7.

BANGKOK.

Kaying, B. & S., Aug. 23.

BARCELONA.

Coblenz, Melchers, Aug. 22.
Fulda, Melchers, Sept. 19.

BELAWAN-DELI.

Cremer, J.C.J.L., Aug. 27.

BOMBAY

Alipore, P. & O., Aug. 20.
Nagato Maru, N.Y.K., Aug. 27.
Hilda, Dodwell's, Aug. 30.
Gange, Dodwell's, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.

BOSTON.

Kurama Maru, N.Y.K., Aug. 20.
Chinese Prince, Furness, Aug. 22
Pres. Harrison, Dollar, Aug. 23.
Taketoyo Maru, N.Y.K., Aug. 27.
Pres. Hayes, Dollar, Sept. 6.
Phemius, B.F., Sept. 7.
Taybank, Bank, Sept. 7.
Pres. Filmore, Dollar, Sept 20.
Siamese Prince, Furness, Sept. 22.

BREMEN.

Coblenz, Melchers, Aug. 22.
Annam, Manners, Aug. 31.
Saale, Melchers, Sept 9.
Fulda, Melchers, Sept. 19

BRINDISI.

Hilda, Dodwell's, Aug. 30.
Gange, Dodwell's, Sept. 9.

CALCUTTA.

Santhia, B.I., Aug. 24.
Yuensang, Jardine's, Aug. 25
Rangoon Maru, N.Y.K., Aug. 29.
Bengal Maru, N.Y.K., Sept 8.
Talma, B.I., Sept. 8.
Kumsang, Jardine's, Sept. 9.
Takada, B.I., Sept. 21.

CASABLANCA.

Karmala, P. & O., Aug. 29.
Menelaus, B.F., Sept. 15.

CEBU.

Tantalus, B.F., Aug. 25
Eumaeus, B.F., Sept. 3.
Phemius, B.F., Sept. 7.

CHEFOO.

Huichow, B. & S., Aug. 19.
Cheongshing, Jardine's, Aug. 21.
Chipshing, Jardine's, Aug. 30.
Kueichow, B. & S., Sept. 1

COLOMBO.

Alipore, P. & O., Aug. 20.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Glengarry, Jardine's, Aug. 27.
Nagato Maru, N.Y.K., Aug. 27.
Karmala, P. & O., Aug. 29.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Sphinx, M.M., Sept. 15.
Pres. Filmore, Dollar, Sept. 20.

COPENHAGEN.

Annam, Manners, Sept. 7.

DALNY.

Chinhua, B. & S., Aug. 20.
Fulda, Melchers, Aug. 24
Tean, B. & S., Aug. 24.
Aeneas, B.F., Aug. 25.

DUTCH PORTS.

City of Lille, Bank, Aug. 19.
Coblenz, Melchers, Aug. 22.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Santhia, B.I., Aug. 23.
Glengarry, Jardine's, Aug. 27.
Karmala, P. & O., Aug. 29.
Japan, Gilman's, Sept. 1.
Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Oldenburg, Jebsen, Sept. 5.
Annam, Manners, Sept. 7.
Saale, Melchers, Sept. 9.
Burgenland, Jebsen, Sept. 14.
Glenamoy, Jardine's, Sept. 15.
Menelaus, B.F., Sept. 15
Fulda, Melchers, Sept. 19.
Soudan, P. O., Sept. 19.

FOOCHOW.

Haiyang, Douglas, Aug. 19.
Huichow, B. & S., Aug. 19.
Chongshing, Jardine's, Aug 21.
Haiching, Douglas, Aug. 21.
Haining, Douglas, Aug. 25.
Chipshing, Jardine's, Aug. 30.
Kueichow, B. & S., Sept. 1.

GENOA.

Coblenz, Melchers, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Tantalus, B.F., Aug. 25.
Hilda, Dodwell's, Aug. 30.
Japan, Gilman's, Sept. 1.
Oldenburg, Jebsen, Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.
Lyons Maru, N.Y.K., Sept. 13.
Burgenland, Jebsen, Sept 14.
Fulda, Melchers, Sept. 19.
Pres. Filmore, Dollar, Sept. 20.

GIBRALTAR.

Fushimi Maru, N.Y.K., Aug. 22.
Hakozaki Maru, N.Y.K., Sept. 5.
Cathay, P. & O., Sept 12.

GLASGOW.

Tantalus, B.F., Aug. 25.
Hector, B.F., Sept. 2.
Eumaeus, B.F., Sept. 3.

GOTHENBURG.

Japan, Gilman's, Sept. 1.

HAIPHONG AND HOIHOW.

Kingyuan, B. & S., Aug. 22.
Kiungchow, B. & S., Sept. 11.

HAMBURG.

City of Lille, Bank, Aug. 19.
Coblenz, Melchers, Aug. 22
Padua, P. & O., Aug. 22.
Glengarry, Jardine's, Aug. 27.
Japan, Gilman's, Sept. 1.
Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Oldenburg, Jebsen, Sept. 5.
Annam, Manners, Sept. 7.
Saale, Melchers, Sept. 9.
Burgenland, Jebsen, Sept. 14.
Glenamoy, Jardine's, Sept 15.
Menelaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Soudan, P. O., Sept. 19.

HAVRE.

City of Lille, Bank, Aug. 19.
Padua, P. & O., Aug. 22.
Tantalus, B.F., Aug. 25.
Eumaeus, B.F., Sept. 3.
Soudan, P. & O., Sept. 19.

HONOLULU.

Pres. Pierce, Dollar, Sept. 1.
Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Tatsuta Maru, N.Y.K., Sept. 16.

HULL.

Padua, P. & O., Aug. 22.
Karmala, P. & O., Aug. 29.

JAPAN PORTS

Gange, Dodwell's, Aug. 19.
Kumsang, Jardine's, Aug. 19.
Hakusan Maru, N.Y.K., Aug. 20.
Atsuta Maru, N.Y.K., Aug. 21.
Orestes, B.F., Aug. 21.
Lima Maru, N.Y.K., Aug. 22.
Protesilaus, B.F., Aug. 22.
Kanagawa Maru, N.Y.K., Aug. 23
Shantung, Gilman's, Aug 23.
Col. di Lana, Dodwell's, Aug. 24.
Hiye Maru, N.Y.K., Aug. 25.
Genoa Maru, N.Y.K., Aug. 27.
Nankin, P. & O., Aug. 27.
Takada, B.I., Aug. 27.
Emp. of Russia, C.P.S., Aug. 28.
Kalyan, P. & O., Aug. 28.
Tango Maru, N.Y.K., Aug. 28.
Glenluce, Jardine's, Aug 31.
St. Albans, E. & A., Aug. 31.
Porthos, M.M., Sept. 1.
Teiresias, B.F., Sept. 1.
Taketoyo Maru, N.Y.K., Sept. 1.
Chichibu Maru, N.Y.K., Sept. 2.
Suisang, Jardine's, Sept. 2.
Vogtland, Jebsen, Sept. 2.
Trave, Melchers, Sept. 4.
Asphalion, B.F., Sept. 7.
Menestheus, B.F., Sept. 7
Heian Maru, N.Y.K., Sept. 8.
Mantua, P. & O., Sept. 11.
Pembrokeshire, Jardine's, Sept. 11.
Sirdhana, B.I., Sept. 11.
Burdwan, P. & O., Sept. 12.
Bokuyo Maru, N.Y.K., Sept. 12.
Emp. of Japan, C.P.S., Sept. 12.
Duisburg, Jebsen, Sept. 13.
Calchas, B.F., Sept. 14.
Chenonceaux, M.M., Sept. 15.
Tatsuta Maru, N.Y.K., Sept. 16.
Ixion, B.F., Sept. 17.
Kutsang, Jardine's Sept. 19.
Moncalieri, Dodwell's, Sept. 21.
Cracovia, Dodwell's, Sept. 22.

JAVA PORTS.

Tjisondari, J.C.J.L., Aug. 25.
Tjibadak, J.C.J.L., Sept. 1.
Tjisalak, J.C.J.L., Sept. 8.
Tjikembang, J.C.J.L., Sept. 15.
Tjileboet, J.C.J.L., Sept. 22.

LISBON.

Fulda, Melchers, Sept. 19.

LIVERPOOL.

Tantalus, B.F., Aug. 25.
Eumaeus, B.F., Sept. 3.
Lyons Maru, N.Y.K., Sept. 13.

LONDON.

City of Lille, Bank, Aug. 19.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Glengarry, Jardine's, Aug. 27.
Karmala, P. & O., Aug. 29.
Hilda, Dodwell's, Aug. 30.
Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Gange, Dodwell's, Sept. 9.
Cathay, P. & O., Sept. 12.
Glenamoy, Jardine's, Sept 15.
Menelaus, B.F., Sept. 15
Soudan, P. & O., Sept. 19.

LOS ANGELES.

Kurama Maru, N.Y.K., Aug. 21.
Pres. Pierce, Dollar, Sept. 1.
Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Pres. Wilson, Dollar, Sept. 15.
Tatsuta Maru, N.Y.K., Sept. 16.

MANILA

Emp. of Russia, C.P.S., Aug. 20.
Laomedon, B.F., Aug. 21.
Coblenz, Melchers, Aug. 22.
Kitano Maru, N.Y.K., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Pres. Pierce, Dollar, Aug. 25.
Tantalus, B.F., Aug. 25.
Chichibu Maru, N.Y.K., Aug. 28.
Pres. Cleveland, Dollar, Aug. 29.
Japan, Gilman's, Sept. 1.
Tjibadak, J.C.J.L., Sept. 1.
Tanda, E. & A., Sept. 2.
Eumaeus, B.F., Sept. 3.
Emp. of Japan, C. P. S., Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Phemius, B.F., Sept. 7.
Pres. Wilson, Dollar, Sept. 8.
Pres. Taft, Dollar, Sept. 12.
Taiping, B. & S., Sept. 15.
Tjikembang, J.C.J.L., Sept. 15.
Emp. of Asia, C.P.S., Sept. 17.
Fulda, Melchers, Sept. 19
Shinyo Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.

MARSEILLES.

City of Lille, Bank, Aug. 19.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Karmala, P. & O., Aug. 29.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept 6.
Saale, Melchers, Sept. 9.
Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Burgenland, Jebsen, Sept. 14.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Soudan, P. & O., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.

NAPLES.

Chinese Prince, Furness, Aug. 22.
Fushimi Maru, N.Y.K., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.

NEW YORK, BOSTON, etc.

Kurama Maru, N.Y.K., Aug. 20.
Chinese Prince, Furness, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Taketoyo Maru, N.Y.K., Aug. 27.
Pres. Pierce, Dollar, Sept. 1.
Pres. Hayes, Dollar, Sept. 6.
Phemius, B.F., Sept. 7.
Taybank, Bank, Sept. 7.
Pres. Wilson, Dollar, Sept. 15.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.

NEWCHWANG.

Chinhua, B. & S., Aug. 20.
Tean, B. & S., Aug. 24.

NINGPO.

Tean, B. & S., Aug. 24.

NORTH CHINA PORTS.

Aeneas, B.F., Aug. 25.
Fulda, Melchers, Aug. 23.
Taketoyo Maru, N.Y.K., Sept. 1.
Trave, Melchers, Sept. 4.
Sarpedon, B.F., Sept. 18.
Trier, Melchers, Sept. 21.

ORAN.

Glengarry, Jardine's, Aug. 27.
Japan, Gilman's, Sept. 1.
Saale, Melchers, Sept. 9.

PAKHOI.

Kingyuan, B. & S., Aug. 22.
Kiungchow, B. & S., Sept. 11.

PANAMA.

Kurama Maru, N.Y.K., Aug. 20.
Taketoyo Maru, N.Y.K., Aug. 27.
Pres. Pierce, Dollar, Sept. 1.
Pres. Wilson, Dollar, Sept. 15.

PENANG.

Alipore, P. & O., Aug. 20.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Santhia, B.I., Aug. 24.
Yuensang, Jardine's, Aug. 25.
Cremer, J.C.J.L., Aug. 27.
Glengarry, Jardine's, Aug. 27.
Nagato Maru, N.Y.K., Aug. 27.
Karmala, P. & O., Aug. 29.
Rangoon Maru, N.Y.K., Aug. 29.
Japan, Gilman's, Sept. 1.
Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept 6
Bengal Maru, N.Y.K., Sept. 8.
Talma, B.I., Sept. 8.
Kumsang, Jardine's, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Glenamoy, Jardine's, Sept. 15.
Pres. Filmore, Dollar, Sept. 20.
Takada, B.I., Sept. 21.

PLYMOUTH.

Cathay, P. & O., Sept. 12.

PORT SAID.

Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Tantalus, B.F., Aug. 25.
Karmala, P. & O., Aug. 29.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Japan, Gilman's, Sept. 1.
Hector, B.F., Sept. 2.
Eumaeus, B.F., Sept 3.
Hakozaki Maru, N.Y.K., Sept. 5.
Annam, Manners, Sept. 7.
Gange, Dodwell's, Sept. 9.
Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.

RABAUL.

Tanda, E. & A., Sept. 2.

RANGOON.

Rangoon Maru, N.Y.K., Aug. 29.
Bengal Maru, N.Y.K., Sept. 8.

SAIGON.

Yingchow, B. & S., Aug. 21.
General Metzinger, M.M., Sept. 1.
Lyons Maru, N.Y.K., Sept. 13.
Sphinx, M.M., Sept. 15.

SANDAKAN.

Yusang, Jardine's, Aug. 25.
Hinsang, Jardine's, Aug. 26.
Mausang, Jardine's, Sept. 9.

SAN FRANCISCO.

Pres. Pierce, Dollar, Sept. 1
Taketoyo Maru, N.Y.K., Sept. 1.
Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Pres. Wilson, Dollar, Sept. 15.
Tatsuta Maru, N.Y.K., Sept. 16.

SCANDINAVIAN PORTS.

Japan, Gilman's, Sept. 1.
Annam, Manners, Sept. 7.

SEATTLE.

Protesilaus, B.F., Aug. 22.
Hiye Maru, N.Y.K., Aug. 25.
Pres. Madison, A.M.L., Aug. 23.
Pres. Cleveland, Dollar, Sept. 6.
Heian Maru, N.Y.K., Sept. 8.
Ixion, B.F., Sept. 17.
Pres. Taft, Dollar, Sept. 20.

SHANGHAI.

Daviken, Jardine's, Aug. 19.
Gange, Dodwell's, Aug. 19.
Kumsang, Jardine's, Aug. 19.
Chinhua, B. & S., Aug. 20.
Hakusan Maru, N.Y.K., Aug. 20.
Tjibadak, J.C.b.L., Aug. 20.
Orestes, B.F., Aug. 21.
Tsinan, B. & S., Aug. 21.
Kwangtung, B. & S., Aug. 22.
Lima Maru, N.Y.K., Aug. 22.
Hopsang Jardine's, Aug. 23.
Shantung, Gilman's, Aug. 23.
Szechuen, B. & S., Aug. 23.
Col. di Lana, Dodwell's, Aug. 24.
Tean, B. & S., Aug. 24.
Aeneas, B.F., Aug. 25.
Hiye Maru, N.Y.K., Aug. 25.
Nanning, B. & S., Aug. 25.
Tjileboet, J.C.J.L., Aug. 25.
Fulda, Melchers, Aug. 26.
Yatshing, Jardine's, Aug. 26.
Nankin, P. & O., Aug. 27.
Taiyuan, B. & S., Aug. 27.
Takada, B.I., Aug. 27.
Emp of Russia, C.P.S., Aug. 28.
Danmark, Manners, Aug. 28.
Kalyan, P. & O., Aug. 28.
Tango Maru, N.Y.K., Aug. 28.
Hangsang, Jardine's, Aug. 30.
Shantung, B. & S., Aug. 30
Glenluce, Jardine's, Aug. 31.
St. Albans, E. & A., Aug. 31.
Porthos, M.M., Sept. 1.
Teiresias, B.F., Sept. 1.
Taketoyo Maru, N.Y.K., Sept. 1.
Chichibu Maru, N.Y.K., Sept. 2.
Vogtland, Jebsen, Sept. 2.
Tjikembang, J.C.J.L., Sept. 3.
Trave, Melchers, Sept. 4.
Asphalion, B.F., Sept. 7.
Menestheus, B.F., Sept. 7.
Heian Maru, N.Y.K., Sept. 8.
Mantua, P. & O., Sept. 11.
Pembrokeshire, Jardine's, Sept. 11.
Burdwan, P. & O., Sept. 12
Emp. of Japan, C.P.S., Sept. 12.
Duisburg, Jebsen, Sept. 13.
Calchas, B.F., Sept. 14.
Chenonceaux, M.M., Sept. 15.
Tatsuta Maru, N.Y.K., Sept. 16.
Sarpedon, B.F., Sept. 18.
Kutsang, Jardine's, Sept. 19.
Moncalieri, Dodwell's, Sept. 21.
Trier, Melchers, Sept. 21.
Cracovia, Dodwell's, Sept. 22.

SINGAPORE.

Alipore, P. & O., Aug. 20.
Laomedon, B.F., Aug. 21.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Pres. Harrison, Dollar, Aug 23.
Santhia, B.I., Aug. 24.
Tantalus, B.F., Aug. 25.
Yuensang, Jardine's, Aug. 25.
Cremer, J.C.J.L., Aug. 27.
Glengarry, Jardine's, Aug. 27.
Karmala, P. & O., Aug. 29.
Rangoon Maru, N.Y.K., Aug 29
Anhui, B. & S., Aug. 30.
Hilda, Dodwell's, Aug. 30.
Eumaeus, B.F., Sept. 1.
General Metzinger, M.M., Sept. 1.
Japan, Gilman's, Sept. 1.
Hector, B.F., Sept. 2.
Eumaeus, B.F., Sept. 3.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6
Phemius, B.F., Sept. 7.
Bengal Maru, N.Y.K., Sept. 8.
Talma, B.I., Sept. 8.
Gange, Dodwell's, Sept. 9.
Kumsang, Jardine's, Sept. 9.
Saale, Melchers, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Glenamoy, Jardine's, Sept. 15.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Pres. Filmore, Dollar, Sept. 20.
Takada, B.I., Sept. 21.

SOUTH AMERICAN PORTS.

Bokuyo Maru, N.Y.K., Sept. 12.

SUEZ CANAL.

Fushimi Maru, N.Y.K., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.
Lyons Maru, N.Y.K., Sept. 13.
Sphinx, M.M., Sept. 15.
Pres. Filmore, Dollar, Sept. 20.

SWATOW.

Daviken, Jardine's, Aug. 19.
Haiyang, Douglas, Aug. 19.
Chinhua, B. & S., Aug. 20.
Cheongshing, Jardine's, Aug 21.
Haiching, Douglas, Aug. 21.
Hopsang, Jardine's, Aug. 23.
Kaying, B. & S., Aug. 23.
Szechuen, B. & S., Aug. 23.
Haining, Douglas, Aug. 25.
Nanning, B. & S., Aug. 25.
Yatshing, Jardine's, Aug. 26.
Chipshing, Jardine's, Aug. 30.
Hangsang, Jardine's, Aug. 30.
Shantung, B. & S., Aug. 30.
Kueichow, B. & S., Sept. 1.

TIENTSIN.

Huichow, B. & S. Aug. 19.
Cheongshing, Jardine's, Aug. 21.
Fulda, Melchers, Aug. 24.
Chipshing, Jardine's, Aug. 30.
Kueichow, B. & S., Sept. 1.

TRIESTE AND VENICE.

Hilda, Dodwell's, Aug. 30.
Gange, Dodwell's, Sept. 9.

TSINGTAO.

Daviken, Jardine's, Aug. 19.
Hopsang, Jardine's, Aug. 23.
Szechuen, B. & S., Aug. 23.
Fulda, Melchers, Aug. 24.
Aeneas, B.F., Aug. 25.
Nanning, B. & S., Aug. 25.
Yatshing, Jardine's, Aug. 26.
Hangsang, Jardine's, Aug. 30.
Shantung, B. & S., Aug. 30.
Sarpedon, B.F., Sept. 18.

VANCOUVER, B.C.

Protesilaus, B.F., Aug. 22.
Hiye Maru, N.Y.K., Aug. 25.
Emp. of Russia, C.P.S., Aug. 28.
Heian Maru, N.Y.K., Sept. 8.
Emp. of Japan, C.P.S., Sept. 12.
Ixion, B.F., Sept. 17.

VICTORIA, B.C.

Protesilaus, B.F., Aug. 22.
Pres. Madison, A.M.L., Aug. 23.
Emp. of Russia, C.P.S., Aug. 28.
Pres. Cleveland, Dollar, Sept. 6.
Emp. of Japan, C.P.S., Sept. 12.
Ixion, B.F., Sept. 17.
Pres. Taft, Dollar, Sept. 20.

VLADIVOSTOCK.

Glenluce, Jardine's, Aug. 31.
Pembrokeshire, Jardine's, Sept. 11.

WEIHAIWEI.

Huichow, B. & S., Aug. 19.
Aeneas, B.F., Aug. 25.
Kueichow, B. & S., Sept. 1
Sarpedon, B.F., Sept. 18

SHIPPING MOVEMENTS.

The R.M.S. Empress of Asia arrived at Vancouver on August 17, leaves that port on August 28, and is due at Hong Kong on September 16. She will leave for Manila on September 17.

The R.M.S. Empress of Japan left Vancouver for Hong Kong, *vid* Japan ports and Shanghai, on the morning of August 15, and is due here on September 4. She will sail for Manila the same afternoon.

The B.I. and Apcar Line s.s. Santhia will leave Amoy for this port on the afternoon of the 21st inst., and is due here on the afternoon of the 22nd inst. She will leave for Singapore, Port Swettenham, Penang and Calcutta on Monday, the 24th inst. at 2.30 p.m.

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe Aug. 25.
Alipore due from Shanghai Aug. 19.
Asphalion due from New York Sept. 7.
Asuka Maru due here Sept. 12.
Atsuta Maru due from Manila Aug. 20.
Bendoran due from Straits Aug. 24.
Bengal Maru due here Sept. 7.
Bokuyo Maru due here Aug. 30.
Burdwan due from Europe Sept. 11.
Burgenland due from Japan Sept. 14.
Calchas due from Europe Sept. 14.
Calcutta Maru due here Sept. 14.
Cathay due from Japan Sept. 12.
Coblenz due from North China ports Aug. 22.
Col. di Lana due from Europe Aug. 22.
Cremer due from Straits Aug. 19.
Duisburg due from Europe Sept. 13.
Emp. of Asia due from Vancouver Sept. 16.
Emp. of Japan due from Vancouver Sept. 4.
Emp. of Russia due from Shanghai Aug. 19.
Eumaeus, due from Hankow Sept. 3.
Fulda due from Europe Aug. 26.
Fushimi Maru due from Shanghai Aug. 21.
Gange due from Aden Aug. 19.
Genoa Maru due here Aug. 29.
Glenamoy due from Japan Sept. 15.
Glengarry due from Japan Aug. 27.
Glenluce due from Europe Aug. 31.
Hakozaki Maru due here Sept. 4.
Hakusan Maru due from Straits Aug. 21.
Haruna Maru due here Sept. 3.
Hector due from North China ports Sept. 2.
Heian Maru due here Aug. 30.
Hiye Maru due from Japan Aug. 23.
Ixion due from Vancouver Sept. 10.
Kaga Maru due here Sept. 10.
Kalyan due from Europe Aug. 27.
Kanagawa Maru due here Aug. 23.
Karmala due from Japan Aug. 28.
Kitano Maru due from Japan Aug. 21.
Kumsang arrived from Straits Aug. 17.
Kurama Maru due here Aug. 20.
Lima Maru due here Aug. 19.
Lyons Maru due here Sept. 12.
Mantua due from Europe Sept. 10.
Menelaus due from North China ports Sept. 15.
Menestheus due from Europe Sept. 7.
Muroran Maru due here Sept. 3.
Nagato Maru due here Aug 26.
Nankin due from Europe Aug. 26.
Oldenburg due from Japan Sept. 5.
Orestes due from Singapore Aug. 21.
Padua due from Japan Aug. 21.
Pembrokeshire due from Europe Sept. 11.
Phemius due here Sept. 7.
Pres. Harrison due from Shanghai Aug. 22
Pres. Madison due from Manila Aug. 22.
Pres. Pierce due from Japan Aug. 24.
Protesilaus arrived from Japan Aug. 16.
Rangoon Maru due here Aug. 29.
Rantan Pandjang due from Sandakan Aug. 20.
Santhia due from Japan Aug. 22.
Sarpedon due from Europe Sept. 18.
Shinyo Maru due here Sept. 18.
Sirdhana due from Calcutta Sept. 8.
St. Albans due from Australia Aug. 29.
Taiping due from Australia Sept. 8.
Takada due from Calcutta Aug. 25.
Taketoyo Maru due here Aug. 26.
Talma due from Japan Sept. 6.
Tanda due from Japan Aug. 31.
Tango Maru due here Aug. 28.
Terukuni Maru due here Sept. 18.
Tjibadak arrived from Java Aug. 18.
Tjileboet due from Java Aug. 22.
Tjimenteng due from Java Aug. 21.
Tantalus due from Japan Aug. 25.
Trave due from Europe Sept. 4.
Trier due from Europe Sept. 21.
Vogtland due from Europe Sept. 2.
Yamagata Maru due here Sept. 13.

CLEARANCE.

August 18.

Angers, for Saigon.
Apoey, for Apia.
Ardent, for Bangkok.
Bremerhaven, for Rabaul.
Burgenland, for Shanghai.
Changte, for Manila.
Chinhua, for Canton.
Daviken, for Swatow.
Hongkheng, for Swatow.
Hiroshi Maru No. 3, for Canton.
Huichow, for Foochow.
Indus Maru, for Singapore.
Lushan Maru, for Swatow.
Kronviken, for Canton.
Kulmerland, for Manila.
Kumsang, or Shanghai.
Per

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "LAOMEDON"
FROM NEW YORK VIA SINGAPORE

are hereby notified that their Cargo having arrived per s.s. "PERSEUS" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 17th Aug.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 24th August will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 7th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

17th August, 1931. [1073

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX."

ARRIVED HONG KONG ON TUESDAY, THE 18TH AUGUST, 1931.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Undersigned before Thursday, the 27th Aug., 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Monday, the 24th August, 1931.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL,
Agent.

Hong Kong, 18th Aug., 1931. [1072

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "PERSEUS"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 17th August.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 24th August will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 7th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

17th August, 1931. [1070

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "BURGENLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th August, 1931, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 22nd Aug., 1931, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 8th September, 1931, or they will not be recognised.

No Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JENSEN & CO.,
Agents.

Hong Kong, 17th Aug., 1931. [1068

Weekly Trans-Pacific Service

To San Francisco, Los Angeles & New York via Panama
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays
Pres. Pierce.....Sept. 1
Pres. Wilson ...Sept. 15
Pres. Hoover ...Sept. 29

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Sundays
Pres. Madison ..Aug. 23, 6 a.m.
Pres. Cleveland ...Sept. 6
Pres. Taft .....Sept. 20

£79, £112, £120 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE
From HONG KONG to NAPLES ... ... £152. 5. 0d.
" " " MARSEILLES ... ... £161. 0. 0d.
" " " LONDON ... ... £169. 15. 0d.
Full particulars upon application.

Europe and New York Direct
ROUND THE WORLD
Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

8 a.m.		8 a.m.	
Pres. Harrison	Aug. 23	Pres. Filmore	Sept. 20
Pres. Hayes	Sept. 6	Pres. Monroe	Oct. 4

To Manila

Pres. Harrison.	Aug. 22, 8 a.m.	Pres. Hayes	Sept. 6, 8 a.m.
Pres. Pierce	Aug. 25, 6 p.m.	Pres. Wilson	Sept. 8, 6 p.m.
Pres. Cleveland.	Aug. 29, 6 p.m.	Pres. Taft	Sept. 12, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

The Woman's Page

The Woman's Page, a special two page supplement published every Friday, is written locally for the women of Hong Kong. It is read by all women who wish to learn what can be found in the local shops, and offers an unique advertising prospect.

Particulars, rates and specimen copy on request.

THE HONGKONG DAILY PRESS.
11, Ice House Street.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "PROTESILAUS"
FROM SEATTLE, VANCOUVER AND VICTORIA VIA JAPAN

are requested to take Delivery of Flour and Lumber Shipments as soon as the Vessel is ready to discharge and are hereby notified that if their Lighters are not placed alongside the Vessel as required, their Shipments will be discharged into Holt's Wharf, Kowloon, at their expense, where the Cargo will lie also at their risk and expense and subject to the Terms and Conditions of Storage at Holt's Wharf. Vessel will commence Discharge on 17th August.

General Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to the Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from the Godown on and after 17th August.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all General Cargo remaining undelivered after 24th August will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before 7th September, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

17th August, 1931. [1069

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin.—Tamar
North Wall.—Tarantula, Odin.
South Wall.—Cicala.
North Arm.—Stormcloud, Serapis.
West Wall.—Caradoc.
No. 1 Buoy.—Otus.
Foreign Men of War.—U.S.S. Smith Thompson and gunboat Helena, French sloop Regulus and gunboat Argus.

SHIPS IN HARBOUR

The following merchant vessels were in harbour yesterday:—

Wharves:—Kowloon: Pres. Lincoln, Kumsang, Taiyo Maru, Indus Maru, Chichibu Maru, Burgenland, Apgers, Sphinx; O.S.K.: Menado Maru.

Docks.—Kowloon: Limchow, Produce; Taikoo: Yuet On, Aldecoa.

Buoys:—A4 Protesilaus, A7 Changte, A12 Santo Maru, A13 Taiyang, A14 Scistan, A15 Garbeta, B2 Daviken, B3 Huichow, B8 Hirundo, B9 Sinkiang, B14 Chinhua, B16 Ardent, B17 Halldor, B18 Gracioso, B21 Lycemoon, B22 Hosang, B23 Harunasan Maru, C1 Tonkin, C4 Helikon, C7 Azuchi Maru.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	TUESDAY, AUGUST 18.	Buyers	Sellers	Sales	Nominal
				Banks				
...	...	$2,040	...	H.K. Banks	$3,035	...	...	...
...	...	...	£101	Do. (London) ...	...	...	...	...
...	...	...	£12½	Chartered Banks ...	...	£12¾	...	...
...	...	...	£20	Mercantile Bks. "A"	...	...	...	£21
...	...	...	£12½	Do. "C"	...	...	...	£10
$130	...	...	...	Bank of East Asia...	$130	...	...	...
				Insurances				
...	...	...	$1,560	Canton Insurance...	$1,540	...	...	...
...	...	$6	...	Underwriters	$6	...	...	...
...	...	...	...	North Chinas.....	...	...	...	T160
...	$565	...	...	Union Insurance ...	$565	...	...	...
...	...	...	...	Yangtsze Insurance	...	...	...	$60
...	...	...	$800	China Fire	...	...	...	$675
...	...	...	$1,465	H.K. Fires.....	$1,400	...	...	...
				Shipping				
...	...	...	$26	Douglases	$23½	...	...	...
$28½	...	...	...	Steamboats	$28	...	...	...
...	...	...	$40	Indos (pref.)	...	...	...	$40
...	...	...	$30	Do. (def.)	...	...	...	$30
...	...	...	45/-	Shell Transports ...	48/3	50/6	...	...
$28½	...	...	...	Water-boats	$28½	...	...	...
				Mining				
$11	...	...	...	Bonquets.....	...	...	...	$10
$2⅝	$3	...	...	Venzuela Gold Flds.	...	...	...	$2½
...	...	...	28/9	Kailans	...	...	...	30/-
...	...	...	...	Langkats (comb.) ...	...	...	...	T.13
...	...	...	$4.95	Do. (single) ...	...	...	...	$6½
T1.85	..	...	...	Explorations.....	...	...	...	T1.80
...	...	...	T.4½	Shanghai Loans ...	T.4½	...	...	...
$41½	...	...	...	Raubs	$42½	...	...	...
...	...	...	...	Tronoh Mines	...	...	...	11/-
				Docks, Wharves, Godowns, etc.				
$163	...	...	...	H.K. & K. Wharfs...	$164	...	...	...
$6.05	$6.15	...	...	Providents (old) ...	$6.10	$6.20	...	...
$2.60	...	...	...	Do. (new) ...	...	...	...	$2.80
...	...	...	$28	H.K. Docks	...	$30	...	...
...	...	...	$8	S. China Motors "A"	...	$10	...	...
...	...	...	$10	Do. "B"	...	...	...	...
...	...	...	T.106½	Shanghai Docks ...	T.106	...	...	...
...	...	...	T.6½	New Engineerings	...	...	...	T6.10
....	...	...	T.270	Hongkews	...	...	...	...
				Lands, Hotels, and Buildings				
...	$17.40	17.45/.	55	H.K. Hotels (old) ...	$17.30	$17.40	17.25/.	60
...	$17	$16.90	...	Do. (new)	...	$17	...	...
$90½	...	$91½	...	H.K. Lands	...	$91½	...	...
...	...	...	$40	Shanghai Lands ...	...	...	...	...
$17.25	$17.30	$17.30	...	H.K. Realtys	$17½	$17.35	...	...
$22	...	...	...	Humphreys (old) ...	$22	...	$22.20	...
$21½	...	...	...	Do. (new)...	$21½	...	...	...
$24	...	...	...	Chinese Estates ...	...	...	...	...
				Cotton Mills				
T16.20	...	T16.15	...	Ewos	T16.10	...	...	...
T.99	...	T.98½	...	Shai Cottons.....	...	...	T.98½	...
T.11½	...	...	...	Zoong Sings	...	...	...	T11.20
				Public Utilities				
$21.80	...	...	...	Tramways	$21.70	...	...	...
$14	...	...	...	Peak Trams (old)...	...	...	...	$14
$6⅝	...	...	...	Do. (new)...	...	...	...	$6.35
$93½	...	...	...	Star Ferries	$93½	...	...	...
$25½	...	...	...	Yaumati Ferries ...	...	...	...	$26½
$28.40	...	...	...	China Lights	$28½	...	28.60/.	90
$31½	...	$31½	...	H.K. Electrics	$31½	$31½	$31½	...
...	...	...	$23	Macao do.	...	...	...	...
...	...	...	$13	Sandakan Lights ...	...	...	...	...
...	...	...	$48	Telephones (fully pd.)	...	...	...	...
$32½	...	33½-½/	34	Do. (part pd.)	$33½	...	$33½	...
...	...	...	T17.60	China Buses	...	...	...	...
...	...	...	3.9	Tractions	...	...	...	7/-
..	...	...	19/-	Do. (pref.).....	...	...	...	...
				Industrials				
$0.50	...	...	...	China Sugars	...	...	...	...
...	...	...	$39	Malabon Sugars ...	...	...	...	$37
...	...	...	T.14	Caldbeck, (ord.)	...	...	...	...
...	...	...	T.10½	Macgregors (pref.)	...	...	...	...
$8	...	...	...	Canton Ices	$7½	...	$7½	...
$20	$20.15	$20.10	...	Cements (comb.)...	$20	...	...	...
...	...	...	$18½	Do. (old)...	...	...	...	$14½
...	...	...	$6	Do. (new)...	$5½	...	...	...
$21½	...	...	...	Ropes	$21.60	$21.95	21.60/.	75
				Miscellaneous				
$32½	...	$32.60	...	Dairy Farms	$32½	$32½	...	...
...	...	...	$1	Der A. Wings.....	...	...	...	...
...	...	...	$27	Amusements (old)	$28½	...	...	...
$23	...	...	...	Do. (new) "A"	$23½	...	...	...
$22.80	...	...	...	Do. (new) "B"	...	...	...	$23
...	...	...	$15½	Ch. E'tainments (old)	...	...	...	$15½
...	...	...	$15	Do. (new)	...	...	...	$15½
$13	...	...	...	Constructions	...	$13½	...	...
...	...	...	$7.80	Lane Crawfords(old)	...	$8	...	...
...	...	...	$7.30	Do. (new)	...	...	...	$7⅞
...	...	...	$18	Mackintoshs	...	...	...	...
$17	...	...	...	Nanyang Tobacco...	$4.20	...	...	...
$16½	...	$16.60	...	Sinceres	$18	...	...	...
...	...	$3.60	...	Watsons	$16.60	...	16.60/.	75
...	...	...	$13½	Wm. Powells	...	$3.80	...	...
72%	...	...	...	S. C. Enterprises ...	...	...	...	$13
...	6%	prem.	...	B. Ind. G.S Bonds...	74%	...	...	...
				H.K. Govt. Loans ...	$105½	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Sheungwan Branch P.O.	SUNDAYS & HOLIDAYS From G.P.O.	SUNDAYS & HOLIDAYS From Sheungwan Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.00 a.m. 7.00 p.m.	7.15 a.m. & 5.00 p.m.	7.00 a.m. & 7.00 p.m.
Samshui and Wuchow (By direct steamer)	4.00 p.m.	4.00 p.m.	4.00 p.m.	9.00 a.m.
Macao & Tsinshan	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	8.15 a.m. & 1.15 p.m. Sundays, 8.15 a.m. only	8.30 a.m. & 1130 p.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan and Wuchow (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	1.00 p.m.		11.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.00 a.m.	
Cheungchow	1.00 p.m. & 5.00 p.m.		11.00 a.m. & 5.00 p.m.	
Aberdeen	8.00 a.m.		8.00 a.m.	
Stanley	12.30 p.m.		11.00 a.m.	
Autau	8.30 a.m.		8.30 a.m.	
Pingshan, Santin Shatin, Shatsnkok and Sheungshui	3.00 p.m.		10.30 a.m.	
Saikung	4.30 p.m.		10.30 a.m.	
Samtan, Shakki & Taiping (Fanling)		7.00 p.m.		7.00 p.m.

FOREIGN MAILS

POSTAL RATES.

Letters.	Local	3 cts.
	China and Macau	4 cts. per oz.
	British Empire (except via Siberia) ...	12 cts.
	Foreign Countries and British Empire via Siberia	20 cts. first oz. 10 cts. each succeeding oz.
Postcards.	Local, China and Macau	3 cts. each
	All other places	8 cts. each

The Registration fee is in each case 20 cents.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

Letters for Europe via Siberia intended for transmission by Airmail from Shanghai to Manchouli must be posted over the counter of the G.P.O. or Kowloon Branch Post Office where full particulars of the Airmail service can be obtained.

INWARD MAILS.

FROM	PER	DUE
SHANGHAI	*Alipore*	19th Aug.
STRAITS	*Cremer* ...	19th Aug.
CANADA, U.S.A., JAPAN and SHANGHAI (Vancouver B.C. 1st Aug.) and EUROPE via SIBERIA (London, 1st Aug.)	*Emp. of Russia* ...	19th Aug.
SHANGHAI and SWATOW	*Szechuen*	20th Aug.
AUSTRALIA and MANILA	*Atsuta Maru* ...	20th Aug.
SANDAKAN	*Rantau Pandjang*	20th Aug.
EUROPE via NEGAPATAM (Letters only) London, 23rd July	*Hakusan Maru* ...	21st Aug.
JAPAN	*Asuno Maru*	21st Aug.
JAPAN and SHANGHAI	*Fushimi Maru* ...	21st Aug.
JAVA via SOURABAYA	*Tjimenteng* ...	21st Aug.
EUROPE via NEGAPATAM (Papers only) London, 23rd July, ...	*Col. di Lana* ...	22nd Aug.
JAVA and MANILA	*Tjisaboet* ...	22nd Aug.
MANILA	*Pres. Madison*	22nd Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 24th July) ...	*Pres. Harrison* ...	23rd Aug.
JAPAN and SHANGHAI	*Hiye Maru* ...	23rd Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 31st July) ...	*Pres. Pierce* ...	24th Aug.
LONDON Parcels (London, 16th July) ...	*Nankin*	26th Aug.
JAPAN and SHANGHAI	*Karmala*	28th Aug.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
		Wednesday, 19th.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 20th August	*Changte*	8.30 A.M.
Foochow	*Huichow*	8.30 A.M.
*Manila and Java via Sourabaya	*Tjinegara* ...	9.30 A.M.
Swatow, Amoy and Foochow	*Haiyang*	1.00 P.M.
Swatow	*Oremer*	2.30 P.M.
Shanghai, *Japan and *EUROPE via Siberia	*Gange*	3.30 P.M.
Straits	*Shunko Maru* ...	3.30 P.M.
		Thursday, 20th,
Fort Bayard	*Wing Lee*	2.30 P.M.
Swatow	*Hydrangea* ...	3.0 P.M.
Manila	*Kenyo. of Russia* ...	3.30 P.M.
Amoy	*Tjibadak*	5.00 P.M.
Saigon	*Yingchow* ...	5.00 P.M.
		Friday, 21st,
Hoihow, Pakhoi and Haiphong	*Menado Maru* ...	8.30 A.M.
Japan	*Atsuta Maru* ...	9.30 A.M.
Foochow via Swatow	*Ulsong Shing* ...	10.30 A.M.
Swatow, Amoy and Foochow	*Hai Ching* ...	1.00 P.M.
Amoy	*Teinan*	2.30 P.M.
Shanghai, Japan and *EUROPE via Siberia	*Hakusan Maru* ...	3.30 P.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 3rd September	*Kitano Maru* ...	Reg. 21st, 5.00 P.M. Let. 22nd, 8.30 A.M. Kowloon P.O.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 21st September	*Fushimi Maru*	Reg. 21st 4.30 P.M. Let. 22nd, 8.0 A.M. G.P.O. Reg. 22nd, 8.45 A.M. Letters 9.30 A.M.
		Saturday, 22nd,
Japan and *Canada,—due Victoria, B.C., 16th September	*Protesilaus* ...	10.30 A.M.
Haiphong	*Canton*	2.30 P.M.
Amoy	*Kwangtung* ...	3.30 P.M.
Shanghai, Japan, U.S.A., Canada, C. and S. America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 8th September, and *EUROPE via Siberia	*Pres. Madison* ...	Parcels 3.00 P.M. Reg. 4.15 P.M. Letters 5.00 P.M.
Manila	*Pres. Harrison* ...	5.00 P.M.
		Sunday, 23rd,
Bangkok via Swatow	*Kaying*	9.00 A.M.
Swatow, Amoy and Formosa...	*Horan Maru* ...	9.00 A.M.
		Monday, 24th,
Sandakan	*Yusang*	8.30 A.M.
Straits and Calcutta	*Santhia*	Parcels 11.30 A.M. Letters 12.30 P.M.
Japan and *Canada.—due Vancouver, B.C., 14th September	*Hiye Maru* ...	Reg. 4.15 P.M. Letters 5.00 P.M.
Shanghai and *EUROPE via Siberia ...	*Hiye Maru* ...	Reg. 5.00 P.M. Letters 5.00 P.M.
		Tuesday, 25th,
Straits and Calcutta	*Yuensang* ...	Parcels Noon Letters 1.00 P.M.
Swatow, Amoy and Foochow	*Hai Ning* ...	2.00 P.M.
		Wednesday, 26th,
Swatow	*Hopsang*	10.30 A.M.
		Friday, 28th,
Manila	*Chichibu Maru* ...	2.30 P.M. Kowloon P.O. Parcels 4.30 P.M. Reg. 29th, 9.00 A.M. Letters 10.00 A.M. G.P.O. Par. 28th, 5.00 P.M. Reg. 29th, 9.45 A.M. Letters 10.30 A.M.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 26th September	*Karmala* ...	

*Superscribed correspondence only.

CHINA NAVIGATION
COMPANY, LIMITED.

Foochow, Weihaiwei, Chefoo & Tientsin	"HUICHOW"	On 19th Aug.,	10 a.m.
Swatow, Shanghai, Newchwang & Dalny	"CHINHUA"	On 20th Aug.,	3 p.m.
Amoy & Shanghai	"TSINAN"*	On 21st Aug.,	4 p.m.
Saigon	"YINGCHOW"	On 21st Aug.,	5 p.m.
Amoy & Shanghai	"KWANGTUNG"	On 22nd Aug.,	5 p.m.
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 23rd Aug.,	3 p.m.
Swatow & Bangkok	"KAYING"	On 23rd Aug.,	4 p.m.
Ningpo, Shanghai, Newchwang & Dalny	"TEAN"	On 24th Aug.,	5 p.m.
Swatow, Shanghai & Tsingtao	"NANNING"	On 25th Aug.,	3 p.m.
Amoy & Shanghai	"TAIYUAN"	On 27th Aug.,	D.L.
Hoihow, Pakhoi & Haiphong	"KINGYUAN"	On 28th Aug.,	Noon
Amoy, Swatow & Singapore	"ANHUI"	On 30th Aug.,	9 a.m.
Swatow, Shanghai & Tsingtao	"SHANTUNG"	On 30th Aug.,	3 p.m.
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"KUEICHOW"	On 1st Sept.,	3 p.m.
Hoihow, Pakhoi & Haiphong	"KIUNGCHOW"	On 11th Sept.,	Noon

* Calls at Amoy for passengers only.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone 30331. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

TRAVEL A.-O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE · TAIPING (OIL BURNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £76 RETURN
" " " " LONDON (via Australia) from £136-15-0.
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leave Manila	Due Sydney
TAIPING	8th Sept.	15th Sept.	18th Sept.	4th Oct.
CHANGTE	9th Oct.	20th Oct.	23rd Oct.	8th Nov.
TAIPING	6th Nov.	17th Nov.	20th Nov.	6th Dec.
CHANGTE	11th Dec.	18th Dec.	21st Dec.	6th Jan.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "ANNAM"
on or about 7th SEPTEMBER
for PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, LEITH, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Annam" ...	—	7th September
M.S. "Danmark" ...	28th August	28th September
M.S. "Java" ...	28th Sept.	28th Oct.
M.S. "Malaya" ...	28th Oct.	28th Nov.
M.S. "Afrika" ...	29th Nov.	29th Dec.

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
Telephone 24071. MERCANTILE BANK BUILDING, Agents. [41

PRINCE LINE

FREQUENT SERVICE
TO
BOSTON AND NEW YORK
CALLING AT NAPLES

CHINESE PRINCE ... ... Aug. 22nd
SIAMESE PRINCE ... ... Sept. 22nd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to:—
FURNESS (FAR EAST) LIMITED.
(Incorporated in Great Britain)
King's Building.
Telephone: 28165. Telegrams: Furnprince.

SMALL SPACE

CAN HAVE

strong attention value by the proper use of white space and an eye-arresting spot. Effective lay out and intelligent use of space will sell your goods better than three times the amount of indiscriminate advertising. This service is given to all clients by the

HONG KONG DAILY PRESS.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	AUGUST 17, 1931. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millis.	Temperature	Visibility	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)	AUGUST 18, 1931. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millis.	Temperature	Visibility	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	29.88	759.0	77	...	SE	4	o	6	29.84	758.0	75	...	SE	2	f
Nemuro	11	29.86	758.5	...	...	SE	1	...	5	29.94	760.5	...	...	...	...	...
Hakodate	"	29.92	760.0	...	...	SSW	1	...	"	29.96	761.0	...	...	WSW	1	...
Tokio	"	29.94	760.5	...	...	S	2	...	"	29.96	761.0	...	...	...	0	...
Kochi	"	29.88	759.0	...	...	ESE	1	...	"	29.90	759.5	...	...	...	...	...
Nagasaki	"	29.69	754.0	...	...	E	1	...	"	29.63	752.5	...	...	SE	3	...
Kagoshima	"	29.65	753.0	...	...	ESE	2	...	"	29.65	753.0	...	...	SE	2	...
Oshima	"	29.37	746.0	...	...	NNE	3	...	"	29.57	751.0	...	...	SSE	1	...
Naha	"	29.45	748.0	...	...	W	2	...	"	29.55	750.5	...	...	SE	1	...
Ishigakijima	"	29.55	750.5	...	...	ESE	1	...	"	29.49	749.0	...	...	WNW	3	...
Bonin Island	"	29.82	757.5	...	...	E	1	...	"	29.82	757.5	...	...	ENE	1	...
Chefoo	15	29.70	754.4	80	...	E	1	o	6	29.57	751.1	75	...	SW	1	o
Shanghai	14	29.61	752.2	94	8	E	2	bc	"	29.59	751.6	79	6	NNE	2	b
Gutzlaff	"	29.66	753.3	84	...	ENE	2	b	"	29.59	751.6	80	...	N	2	b
Wenchow	"	...	...	...	...	...	...	...	6	29.58	751.2	79	8	N	2	c
Foochow	"	29.51	749.5	80	6	NE	4	r	7	29.54	750.3	80	6	ENE	2	r
Amoy	"	29.38	746.3	80	4	E	4	r	6	29.39	746.5	80	4	ENE	4	r
Swatow	"	...	...	...	...	...	...	...	"	29.31	744.5	78	...	SE	4	r
Taihoku	11	29.48	748.9	85	...	E	2	r	5	29.50	749.3	79	...	...	0	c
Taichu	"	29.50	749.2	88	...	...	0	o	"	29.50	749.3	79	...	...	0	o
Tainan	"	29.46	748.2	81	...	SE	4	r	"	29.47	748.6	77	...	SE	2	o
Koshun	"	29.47	748.5	83	...	...	0	o	"	29.48	748.8	79	...	...	0	o
Pescadores	"	29.44	747.7	81	...	ESE	4	r	"	29.44	747.7	79	...	S	4	o
Hong Kong	14	29.22	742.2	80	6	W	3	or	6	29.32	744.7	78	5	SW	2	om
Gap Rock	"	29.27	743.4	81	7	W	5	o	"	29.33	745.0	81	8	NW	4	o
Macao	"	29.24	742.7	83	4	NW	4	o	"	29.31	744.4	77	4	NW	2	o
Hoihow	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Pratas Island	"	29.35	745.4	86	6	SW	6	o	6	29.41	747.0	81	6	SW	4	o
Phulien	15	29.37	746.0	94	8	NW	4	c	7	29.40	746.8	83	8	W	2	c
Tourane	"	29.42	747.3	91	8	NNE	2	bc	"	29.45	748.1	85	8	S	2	bc
Cape St. James	"	29.65	753.0	81	6	SW	6	b	"	29.69	754.1	77	6	SW	6	bc
Basco	14	29.46	758.2	86	6	ESE	4	o	6	...	...	...	...	...	...	...
Aparri	"	...	...	...	...	...	...	...	"	29.52	749.8	79	4	...	0	o
Tuguegarao	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Vigan	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Manila	"	29.58	751.4	83	6	SW	4	o	"	29.62	752.2	83	6	SW	4	o
Legaspi	"	29.56	751.6	91	8	SW	4	bc	"	...	...	...	...	...	...	...
Calboyog	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Tacloban	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Iloilo	"	29.63	752.5	86	6	SW	4	bc	"	29.67	753.7	79	8	SW	4	o
Cebu	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Surigao	"	29.64	752.9	91	8	W	4	o	"	...	...	...	...	...	...	...
Saipan	11.00	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...
Guam	12.22	29.69	754.0	...	6	S	2	d	4.22	...	...	...	...	...	...	...
Yap	11.00	29.71	754.7	...	6	WSW	2	bc	5	29.71	754.5	...	6	WSW	2	bc
Polew	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Labuan	14	29.94	760.4	86	6	S	3	bc	6	29.89	759.3	79	1	SE	4	bc

August 17*d.* 13*h.* 00*m.*—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 30 miles of Lat. 23° N. Long. 115° E., moving N.

August 17*d.* 17*h.* 03*m.*—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 30 miles of Lat. 24° N. Long. 115° E., moving N.

August 18*d.* 10*h.* 39*m.*—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 60 miles of Lat. 29° N. Long. 126° E., moving W.N.W.

August 17*d.* 13*h.* 00*m.*—Local signal No. 3 lowered.

August 18*d.* 10*h.* 37*m.*—The southern typhoon is shown as a depression over S. China. The northern typhoon is less than 300 miles E.S.E. of Shanghai, moving W.N.W.

Manila warning, 17*d.* 15*h.* 00*m.*:—Typhoon in Lat. 23° N. Long. 115° E., inclining northward. Recd. 17*d.* 15*h.* 29*m.*

Shanghai warning, 18*d.* 8*h.* 37*m.*:—A severe typhoon within 30 miles of Lat. 30° N. Long. 126° E., moving N.W. Recd. 18*d.* 8*h.* 48*m.*

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inch. Total since January 1, 58.58 inches, against an average of 60.65 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 19.

DISTRICT.	FORECAST.
1.—Shanghai to Turnabout	None.
2.—Turnabout to Hong Kong	Southerly winds, moderate; generally cloudy, occasional rain.
3.—Hong Kong to Gap Rock	W. winds, moderate; generally cloudy, occasional rain.
4.—Hong Kong to Hainan Straits	
5.—North China Sea	S.W. winds, moderate; generally cloudy.

T. F. CLAXTON, *Director.*

THE HONGKONG & WHAMPOA DOCK CO., LTD.,
Head Office and Works:

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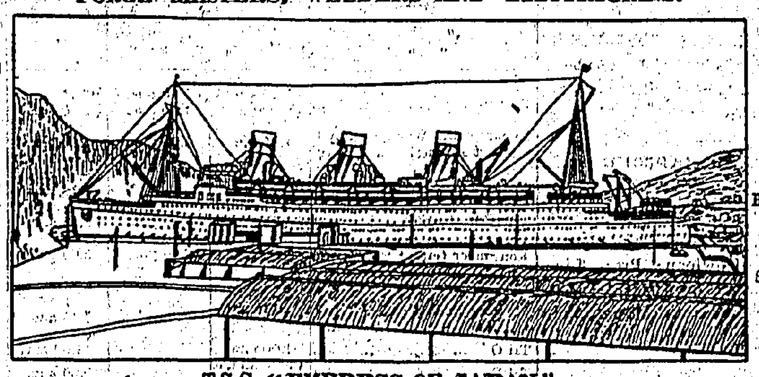

Harbour Call Flags: ENGINES "K." BOILERMAKERS "V." SHIPWRIGHT "I."

T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock.—Dims.: 666'-0". O.A. x 83'-6" x 48'-6" Mld.—26,000 tons gross.
The Company possesses Six Granite Docks and Two Patent Slipways.
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Codes Used:—A1, A.B.C. Fifth Edition: Engineering, First and Second Edition, Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"DAVIKEN"	Wed., 19th Aug., at Noon
	"HOPSANG"	Sun., 23rd Aug., at Noon
	"YATSHING"	Wed., 26th Aug., at Noon
	"HANGSANG"	Sun., 30th Aug., at Noon
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Tues., 25th Aug., at 3 p.m.
	"KUMSANG"	Wed., 9th Sept., at 3 p.m.
OSAKA via AMOY & KOBE	"SUISANG"	Wed., 2nd Sept., at 7 a.m.
	"HOSANG"	Satur., 26th Sept., at 7 a.m.
OSAKA via AMOY, S'HAI. & KOBE	"KUTSANG"	Satur., 19th Sept., at 7 a.m.
SANDAKAN	"YUSANG"	Tues., 25th Aug., at 10 a.m.
	"HINSANG"	Wed., 26th Aug., at Noon
	"MAUSANG"	Wed., 9th Sept., at Noon
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHEONGSHING"	Fri., 21st Aug., at Noon
	"CHIPSHING"	Sun., 30th Aug., at Noon

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from CALCUTTA to JAPAN at the Specially Reduced Return Fare of $225.00 to KOBE. These Return Tickets are available for Three Months.

For Freight or Passage, apply to—
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GENERAL MANAGERS.
TELEPHONE: 30311. 8

GLEN LINE.

FARE: HONG KONG TO LONDON:—
1ST JUNE/30TH NOVEMBER ... ... £65. 12. 0d.
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To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel "GLENGARRY"...(Via Oran)... 27th August
Motor Vessel "GLENAMOY" ... ... 15th September

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK

Motor Vessel "GLENLUCE" ... ... 21st August
Steamship "PEMBROKESHIRE"... ... 11th September
Steamship "GLENIFFER"... ... ... 9th October
Motor Vessel "GLENOGLE" ... ... 23rd October

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THROUGH BOOKINGS TO LONDON: Cabin class only
THROUGH BOOKINGS TO AMERICA VIA EUROPE
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Pass.	S.S.	"COBLENZ"	departure 22nd Aug.
Freight	M.S.	"Saale"*	departure 8th Sept.
Pass.	M.S.	"FULDA"†	departure 19th Sept.
Freight	M.S.	"Trave"*	departure 6th Oct.
Pass.	S.S.	"TRIER"	departure 17th Oct.

* Calling at London. † Calling at Lisbon.
Passenger steamers sailing via Manila and Ports to Genoa, Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Oran, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers JAPAN & N. CHINA (Freight stmrs.

Pass.	M.S.	"FULDA"	due here 26th Aug.
Freight	M.S.	"Trave"	due here 4th Sept.
Pass.	S.S.	"TRIER"...	due here 21st Sept.
Freight	M.S.	"Havel"	due here 2nd Oct.
Pass.	S.S.	"DERFFLINGER" ...	due here 19th Oct.
Freight	S.S.	"Main"	due here 31st Oct.

HONG KONG—NEW GUINEA
Next sailing to RABAUL and Ports,
S.S. "BREMERHAVEN" on about 18TH AUG., 1931.

MELCHERS & CO.,
AGENTS, HONG KONG.
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DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of First High Class Coast Steamers. Sailing subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAIYANG	Wednesday,	the 19th Aug., at 2 p.m.
HAICHING	Friday,	the 21st Aug., at 2 p.m.
HAINING	Tuesday,	the 25th Aug., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of $55.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
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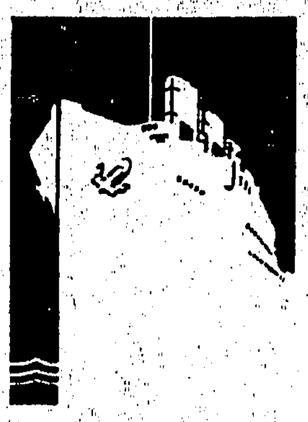
SPEED TO CANADA
U.S.A. AND EUROPE IN
A 5ROOM APARTMENT



To size and speed New Empresses add an unusual luxury—

—SPACE—

Five Room Apartments Living room, Bedrooms, Sunroom Bath, Foyer — typical of Empress Liners Similiar living comforts, extraordinary conveniences are found in one and two room apartments—all appointments throughout attest the unique service on

"Empresses"

LARGEST and FASTEST SHIPS on the PACIFIC

TOURIST EMPRESS SERVICE offers special accommodation, pleasant decks, open air swimming pools, airy staterooms with real beds, hot and cold RUNNING water, spacious public rooms, BEST OF FOOD with varied menus and exceptional service throughout.

	Hong Kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25

"Empress of Russia" and "Empress of Asia" call at Nagasaki

Empress of Russia
Sails for
MANILA
5 P.M., THURSDAY, AUGUST 20.

For passengers wishing to travel economically on a limited budget to Canada, U.S.A. or Europe, it will be wellworth while to ask about the new.

TOURIST CABIN SERVICE
For further information please apply to:

Canadian Pacific

Telephones: Passenger 20752, Freight 20042.
Cable Address: CACANPAC: Passenger Dept. NAUTILUS: Freight Dept

N.Y.K. LINE

REDUCE THROUGH TICKETS To EUROPE Via U.S.A.
VARYING From £79 To £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
CHICHIBU MARU ... ... Wednesday, 2nd Sept.
TATSUTA MARU ... ... Wednesday, 16th Sept.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIYE MARU ... ... Tuesday, 25th Aug.
HEIAN MARU ... ... Tuesday, 8th Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
FUSHIMI MARU ... ... Saturday, 22nd Aug.
HAKOZAKI MARU ... ... Saturday, 5th Sept.

SYDNEY & MELBOURNE via Manila & Ports.
KITANO MARU ... ... Saturday, 22nd Aug.
ATSUTA MARU ... ... Saturday, 26th Sept.

MANILA.
CHICHIBU MARU ... ... Friday, 28th Aug.

BOMBAY via Singapore, Penang & Colombo.
† NAGATO MARU ... ... Thursday, 27th Aug.
KAGA MARU ... ... Friday, 11th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... ... Saturday, 12th Sept.

NEW YORK, BOSTON via PANAMA.
† KURAMA MARU ... ... Thursday, 20th Aug.
† TAKETOYO MARU ... ... Thursday, 27th Aug.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.
† LYONS MARU ... ... Sunday, 13th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
† RANGOON MARU ... ... Saturday, 29th Aug.
† BENGAL MARU ... ... Tuesday, 8th Sept.

SHANGHAI, KOBE & YOKOHAMA.
HAKUSAN MARU ... ... Thursday, 20th Aug.
ATSUTA MARU (Nagasaki direct) ... Friday, 21st Aug.
TANGO MARU ... ... Friday, 28th Aug.
† Cargo only.

For further information, apply to—
NIPPON YUSEN KAISHA,
Telephone: 30291. (Private exchanges to all Depts.) [7

M M
MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

G. METZINGER	1st Sept.
SPHINX	15th Sept.
PORTHOS	29th Sept.
CHENONCEAUX	13th Oct.
ATHOS II	27th Oct.
D'ARTAGNAN	10th Nov.
ANDRE LEBON	24th Nov.
FELIX ROUSSEL	8th Dec.

To Yokohama via Shanghai and Kobe.

PORTHOS	1st Sept.
CHENONCEAUX	15th Sept.
ATHOS II	29th Sept.
D'ARTAGNAN	13th Oct.
ANDRE LEBON	28th Oct.
FELIX ROUSSEL	11th Nov.
G. METZINGER	25th Nov.
SPHINX	9th Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE
For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).
For Full Particulars, apply to—
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Telephone: 10631. 2, Queen's Building. [3

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 22,170 TONS;
THROUGH CARGO 22,128 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K	Through Ports.
British		
Protesilaus, Shanghai	4,540	—
Sinkiang, Canton	—	270
Sunning, Canton	—	549
Vinemare, Cardiff, Aden	2,600	4,250
Kumsang, Calcutta, Singapore	1,190	3,164
Lyeemoon, Singapore	300	—
Wing Lee, Fort Bayard	400	—
Hydrangea, Swatow	113	—
	— 9,343	— 8,223
American		
Pres. Lincoln, Manila	113	2,360
California, Portland, Kobe	2,913	2,935
	— 3,026	— 5,295
Norwegian		
Suiyang, Manila	—	1,705
Halldor, Bangkok	2,000	—
Hiram, Bangkok, Swatow	1,850	—
	— 4,850	— 1,705
German		
Burgenland, Hamburg, Manila	2,014	3,000
	— 2,014	— 3,000
Japanese		
Taiyo Maru, Manila	1	23
Kojun Maru, Newchwang	1,040	1,200
Menado Maru, Haiphong	615	—
Indus Maru, Yokohama	361	2,682
	— 2,037	— 3,905
Total	22,170	22,128

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ended at 9 a.m. yesterday were:—

	Arr.	Dep.
British	8	6
American	2	0
German	1	0
Norwegian	3	0
Japanese	4	3
Chinese	0	1
Total	18	10

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Sunning (Br.) Canton	70
Kumsang (Br.) Calcutta	866
Lyeemoon (Br.) Singapore	551
Wing Lee (Br.) Fort Bayard	95
Hydrangea (Br.) Swatow	170
Pres. Lincoln (Am.) Manila	284
Halldor (Norw.) Bangkok	12
Hiram (Norw.) Bangkok	9
Menado Maru (Jap.) Haiphong	142
Total	2,199

ARRIVALS.

August 17.

Burgenland, German str., 4,321 tons, Capt. C. Dehnicke, from Manila, Kowloon Wharf.—Jebsen & Co.

Indus Maru, Japanese str., 2,695 tons, Capt. J. Asaw, from Sakito, Kowloon Wharf.—O.S.K.

Kumsang, British str., 3,341 tons, Capt. J. H. Ferguson, from Singapore, Kowloon Wharf.—J. M & Co.

Perseus, British str., 6,335 tons, Capt. D. Mansfield, from Singapore, Holt's Wharf.—B. & S.

Pres. Lincoln, American str., 5,339 tons, Capt. John Griffith, from Manila, Kowloon Wharf.—Dollar S.S. Line.

August 18.

Angers, French str., 5,386 tons, Capt. Angelvin, from Shanghai, Kowloon Wharf.—M. M.

Garbeta, British str., 3,204 tons, Capt. Toresen, from Singapore, buoy No. A15.—M. M. & Co.

Granville, Norwegian str., 3,507 tons, Capt. Kaldager, from Shanghai, Texaco's Wharf.—Thoresen & Co.

Hiram, Norwegian str., 1,108 tons, Capt. E. R. Hannevig, from Swatow, buoy No. C2.—Thoresen & Co.

Haiyang, British str., 1,363 tons, Capt. Erwin, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Hongkheng, British str., 3,975 tons, Capt. D. M. Hood, from Singapore, buoy (No. A16.—Ho Thong & Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kaying, British str., 1,752 tons, Capt. J. D. Fraser, from Swatow, buoy No. B16.—B. & S.

Kulmerland, German str., 4,367 tons, Capt. Kuttert, from Shanghai, buoy No. A19.—Jebsen & Co.

Lyeemoon, British str., 1,734 tons, Capt. E Holmes, from Singapore, buoy No. B2.—Kwong Nam & Co.

Philoctetes, British str., 7,177 tons, Capt J. Ramsay, from Shanghai, buoy No. A2.—B. & S.

Shunko Maru, Japanese str., 5,027 tons, Captain H. Egusa, from Moji, buoy No. A6.—O.S.K.

Sphinx, French str., 6,724 tons, Capt. Saccone, from Saigon, buoy No. A8.—M. M.

Tai Yang, Norwegian str., 3,903 tons, Capt E. Krofft, from Manila, buoy No. A13.—Dodwell & Co.

Tjibadak, Dutch str., 4,601 tons, Capt. Duit, from Muntok, buoy No. A5.—J.C.J.L.

Tjinegara, Dutch str., 5,783 tons, Capt. Weide, from Amoy, buoy No. A3.—J.C.J.L.

THE "ARAMIS."

DETAILS OF THE NEW M.M. LINER.

The twin-screw motor passenger liner "Aramis" under construction at the yard of the Forges et Ch. de la Mediterranée, is for the Messageries Maritimes, and is a vessel of 15,000 tons gross. Accommodation is provided for 185 first class, 133 second class and 650 steerage passengers, whilst four are berthed in luxury suites and four in cabines de luxe. In addition, 10,200 tons of cargo will be carried. The Aramis is 564 ft. long with a beam of 78 ft., the depth to C deck being about 47 ft. The machinery consists of two ten-cylinder Sulzer units developing a total of 11,600 b.h.p. and having cylinders 680 mm. in diameter with a stroke of 1,200 mm. The auxiliary motors include five Sulzer generating sets each of 400 kw., and three electric lifts will be installed. The Aramis will maintain a service speed of 17½ knots. The engines are being built by the Cie. Con. Mécanique Provédés Sulzer.

SHIPBUILDING SLUMP.

WORST FOR NEARLY FIFTY YEARS.

Lloyd's Register returns of shipbuilding for the quarter ending June 30 show the present position of the industry to be the worst for nearly fifty years. Since March 31 shipyard work has decreased by 138,211 tons, and the tonnage in hand (555,603) is 336,460 less than a year ago.

Never since 1887 have the returns fallen to such a low ebb. Although foreign shipbuilding has also suffered, the total work in hand (1,270,384 tons) is only 36,000 tons less than at the end of March. Of the world's new construction, Great Britain's share at the moment is only 30.4 per cent., as against an average British percentage of 57.2 before the war.

As regards new work in British yards, only 23,359 tons were commenced in the last quarter. This is probably the lowest figure ever recorded, and its significance is emphasised by the fact that during the six months ended March, 1930, the monthly average of tonnage laid down was over 154,000. In contrast to this phenomenal decline, the foreign returns show a slight increase. The United States is now building 301,489 tons—a big increase on the previous quarter. France is second with 211,940 tons, and Italy third with 170,658 tons. New German tonnage, on the other hand, has shrunk to 130,651.

Unfortunately, the volume of new work booked by British yards in recent months is so low that the returns for the September quarter promise to make even more depressing reading.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF LILLE" ...Marseilles, Havre, London, Rotterdam & Hamburg...19th August
S.S. "CITY OF HALIFAX"...London, Rotterdam & Hamburg ... ... 4th September

NEW YORK, BOSTON & BALTIMORE.... AMERICAN AND MANCHURIAN LINE

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
AMERICAN & ORIENTAL LINE.

M.V. "TAYBANK" ... ...Boston, New York & Baltimore ... ... 7th September
M.V. "TWEEDBANK" ...Boston, New York, Philadelphia ... ... 7th October

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... ... 28th October
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—
Telephone: 27781. THE BANK LINE, LTD.
[3]

P. & O., British India Apcar and Eastern & Australian Lines
(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
*"ALIPORE"	5,800	20th Aug., D.L.	Straits, Colombo & Bombay.
‡"PADUA"	6,000	22nd Aug.	Mars., Havre, L'don., H'bg., R'dm., A'werp. & Hull
†"KARMALA"	9,000	29th Aug.	Mars., L'don., R'dm., A'werp. & Hull
"CATHAY"	10,000	12th Sept.	Bombay, Marseilles & London
‡*"SOUDAN"	6,800	19th Sept.	Mars., Havre, L'don., H'bg., R'dm. & A'werp.
†"KALYAN"	9,000	26th Sept.	Mars., L'don., R'dm., A'werp. & Hull
"MANTUA"	11,000	10th Oct.	Marseilles and London
†"KASHMIR"	9,000	24th Oct.	Mars., L'don., R'dm. & A'werp.
‡*"BURDWAN"	6,500	31st Oct.	Mars., Havre, L'don., H'bg., R'dm. & A'werp.
"NALDERA"	16,000	7th Nov.	Bombay, Marseilles and London.
†"KASHGAR"	9,000	21st Nov.	Mars., L'don., R'dm. & A'werp.
"RAJPUTANA"	17,000	5th Dec.	Marseilles and London.
"CORFU"	15,000	19th Dec.	do.
‡*"SOMALI"	6,800	26th Dec.	Mars., Havre, L'don., H'bg., R'dm. & A'werp
		1932	
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London.
†"KARMALA"	9,000	16th Jan.	Mars., L'don., R'dm. & A'werp.
"CHITRAL"	15,000	30th Jan.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

*"SANTHIA"	8,000	24th Aug., 2.30 p.m.	Singapore, Penang & Calcutta
"TALMA"	10,000	8th Sept.	do.
"TAKADA"	7,000	21st Sept.	do.
"SIRDHANA"	8,000	4th Oct.	do.
"TILAWA"	10,000	14th Oct.	do.

* Calls Port Swettenham.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	7,000	2nd Sept.	Manila, Rabaul, Brisbane Sydney and Melbourne.
"NANKIN"	7,000	2nd Oct.	
"NELLORE"	7,000	31st Oct.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

*"NANKIN"	7,000	27th Aug.	Shanghai, Kobe & Yokohama.
"TAKADA"	7,000	27th Aug.	Amoy, S'hai., Moji, Kobe, Y'hama. & Osaka
"KALYAN"	9,000	28th Aug.	S'hai., Moji, Kobe & Yokohama.
‡"ST. ALBANS"	4,500	31st Aug.	S'hai., Moji, Kobe, Osaka & Y'hama
"MANTUA"	11,000	11th Sept.	S'hai., Moji, Kobe & Yokohama.
"SIRDHANA"	8,000	11th Sept.	Amoy, Moji, Kobe & Osaka.
*"BURDWAN"	6,500	12th Sept.	S'hai., Moji, Kobe & Yokohama.
"KASHMIR"	9,000	25th Sept.	S'hai., Moji, Kobe & Yokahama
"TILAWA"	10,000	25th Sept.	Amoy, Moji, Kobe & Osaka.
"NELLORE"	7,000	5th Oct.	S'hai., Moji, Kobe, Osaka & Y'hama.
"SANTHIA"	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka.
"NALDERA"	16,000	10th Oct.	S'hai., Kobe & Yokohama.
"KASHGAR"	9,000	17th Oct.	S'hai., Moji, Kobe & Yokohama
"TALMA"	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
"MACEDONIA"	11,000	24th Oct.	Shanghai, Moji, Kobe & Y'hama.
"TANDA"	7,000	6th Nov.	S'hai., Moji, Kobe, Osaka & Y'hama.
"RAJPUTANA"	17,000	7th Nov.	S'hai., Kobe & Yokohama.
"CORFU"	15,000	21st Nov.	do.
"RAWALPINDI"	17,000	5th Dec.	do.
"NANKIN"	7,000	7th Dec.	S'hai., Moji, Kobe, Osaka & Y'hama.
"KARMALA"	9,000	19th Dec.	S'hai., Moji, Kobe & Y'hama.

* Cargo only. ‡ Calls Nagoya.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 c. ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONG KONG. Agents. [1

SERVICE OF FAST MOTOR VESSELS
with limited, but exceptionally good passenger accommodation.
Homewards to:
PORT SAID, GENOA, ALGIERS, ORAN, ROTTERDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG AND OTHER SCANDINAVIAN PORTS,
via
MANILA AND STRAITS SETTLEMENTS.
Sailing about
S.S. "JAPAN" ... ... 1st September
M.S. "SHANTUNG" ... ... 27th September
Outwards to:
SHANGHAI AND JAPAN PORTS.
Sailing about
M.S. "SHANTUNG" ... ... 23rd August
M.S. "CANTON" ... ... 8th October
PASSENGER RATES. "A" Class. "B" Class.
Hong Kong to Genoa ... ... £57 £52.
Hong Kong to 1st North Continental Port ... £62 £57.
THE SWEDISH EAST ASIATIC CO., LTD.
Agents:
GILMAN & CO., LTD., Hong Kong. G. E. HUYCKE, Cashier.

A COMPREHENSIVE AND COMPLETE REPORT of the NEWS OF THE FAR EAST is given in the

"HONG KONG WEEKLY PRESS,"

"THE CHINA OVERLAND TRADE REPORT."

30 Cents per Copy.

Subscription, paid in advance—per annum for delivery in Hong Kong $18; including Postage to any part of the world—$18.

EXCHANGE.

CLOSING QUOTATIONS.

August 18, 1931.

On London:—	
Telegraphic Transfer...	11¼
Bank Bills, on demand	11¼
Bank Bills, 4 months' sight	11 5/16
Credits, 4 months' sight	11 15/16
Documents, 4 months' sight	1/0 1/16
On Paris:—	
Bank Bills, on demand	580
Credits, 4 months' sight	630
On New York:—	
Bank Bills, on demand	22⅝
Credits, 60 days' sight.	23⅛
On Bombay:—	
Telegraphic Transfer / Bank, on demand ...	63⅝
On Calcutta:—	
Telegraphic Transfer / Bank, on demand ...	63⅝
On Shanghai:—	Tls. 78½
Bank, at sight ...	$71½ % dis.
On Yokohama:—	
On demand ...	46⅛
On Manila—On demand....	45⅛
On Singapore:—	
On demand ...	40⅛
On Batavia:—On demand.	56⅛
On Haiphong:—	
On demand ...	59
On Saigon:—On demand	
On Bangkok:—	
On demand ...	191
Sovereigns, Bank's Buying Rate ...	11⅛
Bar Silver, per oz. ...	12⅛

BARBER WILHELMSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE via PANAMA.

NEXT SAILING

M.V. "TAI YANG" on AUGUST 18th for

SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

For Passengers and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"HECTOR" 2nd Sept., For Port Said, Marseilles, London, Rotterdam, H'burg. & Glasgow.

LIVERPOOL SERVICE.

"TANTALUS" 25th Aug., For Port Said, Genoa, Liverpool, Havre and Glasgow.

"EUMAEUS" 3rd Sept., For Port Said, Liverpool, Havre and Glasgow.

NEW YORK SERVICE

"PHEMIUS" 7th Sept., For Boston, New York & Baltimore via Philippines & Singapore.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

"PROTESILAUS" 22nd Aug., For Victoria, Vancouver & Seattle.

"IXION" 17th Sept., For Victoria, Vancouver & Seattle.

INWARD SERVICE.

Due.

"ORESTES" 21st Aug., For S'hai., Kobe & Yokohama.

"AENEAS" 25th Aug., For S'hai., Tsingtao, Weihaiwei, Taku, Chinwangtao & Dalny.

All cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bills of Lading.

Butterfield & Swire, Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued & Fully Paid-up...$20,000,000
Reserve Funds:—
Sterling ....., £3,500,000
Silver $10,000,000

Reserve Liability of Proprietors $20,000,000

Head Office: Hong Kong.

Board of Directors:

Hon. Mr. C. G. S. Mackie, Chairman.
Hon. Mr. J. J. Paterson, Deputy Chairman.
Hon. Mr. W. H. Bell.
A. H. Compton, Esq.
B. Lander Lewis, Esq.
G. Miskin, Esq.
T. E. Pearce, Esq.
J. A. Plummer, Esq.
T. H. R. Shaw, Esq.
J. P. Warren, Esq.
Chief Manager: V. M. Grayburn, Esq.

Branches:—

Amoy	Iloilo	Peiping
Bangkok	Ipoh	Penang
Batavia	Johore	Rangoon
Bombay	Kobe	Saigon
Calcutta	Kowloon	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Muar (Johore)	Tokyo
Hamburg	Mukden	Tsingtao
Hankow	New York	Yokohama
Harbin		

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 18th May, 1931. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & Shanghai Banking Corporation, V. M. GRAYBURN, Chief Manager.

Hong Kong, 16th July, 1930. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL and SURPLUS—U.S. $4,700,000.

HEAD OFFICE: 18, Pine Street, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Rates on Application.

This Bank is entirely owned by The Chase National Bank, New York, with Resources over U.S. $2,600,000,000.

D. M. BIGGAR, Manager.

28]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(Netherlands Trading Society.)

BANKERS

Established 1824.

Hong Kong Office: 11, Queen's Road Central.

Authorised Capital Gldrs. 150,000,000 (£12,500,000.)
Paid-Up Capital...Gldrs. 80,030,000 (£6,669,170.)
Reserve Fund.....Gldrs. 40,015,000 (£3,334,583.)

Head Office:—Amsterdam.*
Eastern Head Office:—Batavia.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jiddah, Kobe Kota-Radja, Makassar, Medan, Padang, Pakalongan, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Manager.

Hong Kong, 12th May, 1931. [30

THE BANK OF CANTON, LTD.

Head Office: Hong Kong.

Hong Kong Currency.

Authorized Capital...$11,000,000
Paid-up Capital 8,665,600
Reserve Fund 1,100,000

Branches:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

London Bankers:—The Lloyds Bank, Ltd.

Correspondents all Principal Cities of the World. Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.

LOCK POONG SHAN, Manager.

97]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:—

Alor Star	Iloilo	Rangoon
Amritsar	Ipoh	Saigon
Bangkok	Karachi	Semarang
Batavia	Klang	Serembam
Bombay	Kobe	Shanghai
Calcutta	Kuala	Singapore
Canton	Kangsar	Sitiawan
Cawnpore	Kuala	Soerabaya
Cebu	Lumpur	Taiping
Colombo	Kuching	Tientsin
Dairen	Madras	Tokyo
Delhi	Manila	Tongkah
Haiphong	Medan	(Bhuket)
Hamburg	New York	Tsingtao
Hankow	Peiping	Yokohama
Harbin	(Peking)	Zamboanga
Hong Kong	Penang	

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. STUART, Manager.

Hong Kong, August 17, 1931. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).

Prince's Building, Chater Road, Victoria, Hong Kong.

Head Office: 74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up	50,000,000
Special Working Capital.	50,000,000
Reserves	22,319,000

Branches:—

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peiping	Shanghai	Tientsin
	Hong Kong	

Bankers:

France: Société Générale, Banque Nationale de Crédit Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 1st July, 1929.

BANK OF CHINA.

Reorganized October 26, 1928, under special charter of The National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital.....$25,000,000.00
Paid-up Capital.....$24,710,200.00
Reserve Funds $3,820,503.82

Head Office:—Shanghai.

Hong Kong Branch: 4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

Head Office:—SINGAPORE.
Hong Kong Office:—13, Queen's Rd. C.

Authorised Capital ...Straits		$20,000,000
Issued	,, ... ,,	$8,000,000
Paid-up	,, ... ,,	$4,000,000
Reserve Liabilities of Shareholders	,,	$4,000,000
Surplus	,,	$2,037,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI, Manager.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital ..... U.S.$6,000,000
Surplus ..... U.S.$1,572,545
Reserves ..... U.S.$1,909,209

Branches:—

Amsterdam	Constantinople	Lucerne	Palermo
Antwerp		Lugano	Rotterdam
Athens	Edinburgh	Luxor	Rome
Basle	Florence	Marseilles	Stamboul
Berlin	Geneva	Monte Carlo	Shanghai
Biarritz	Genoa	Manila	Southamp
Bombay	Glasgow	Munich	
Bremen	Havana	Montreux	Singapore
Brussels	Hamburg	Milan	St. Moritz
Buenos Aires	Havre	Naples	Tientsin
Cairo	Interlaken	Nice	Vienna
Calcutta	Jerusalem	Piraeus	Venice
Cannes	Lido	Paris	Yokohama
Colombo	London	Penang	Zurich
Copenhagen	Liverpool	Peiping	

Branches of American Express Company in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending travellers the use of its *"Travelers Cheques"* and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with
THE CHASE NATIONAL BANK
Resources ..... Over G.$2,500,000,000

C. H. BENSON, General Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:—15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest....£1,666,845

Bankers: The Bank of England and Midland Bank, Ltd.

Branches:

Batavia	Karachi	Madras
Bangkok	Kota Bharu	New York
Bombay	Kuala Krai	Penang
Calcutta	(Kelantan)	Port Louis
Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Galle	Kuala	Shanghai
Hong Kong	Lumpur	Simla
Howrah	Kuantan	Singapore
Ipoh	(Pahang)	Sourabaya
Kandy		

Hong Kong Branch:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 29th April, 1931. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund .....Yen 115,000,000

Head Office: Yokohama.

Branches and Agencies at:

Alexandria	Honolulu	Rio de Janeiro
Batavia	Kai Yuen	Rangoon
Berlin	Karachi	Soerabaya
Bombay	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Los Angeles	Semarang
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Shimonoseki
	Nagoya	Singapore
Fengtien (Mukden)	Newchwang	Sydney
Hamburg	New York	Tientsin
Hankow	Osaka	Tokyo
Harbin	Paris	Tsingtao
Hong Kong	Peiping	

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, July 16, 1931. [31

THE BANK OF EAST ASIA, LTD.

Established 1918.

HEAD OFFICE:
10 Des Vœux Road, Central, HONG KONG.

CAPITAL and SURPLUS ... ... over H. $8,000,000.00
TOTAL RESOURCES ... ... over H.$30,000,000.00

Every description of Banking Accounts and Exchange business transacted.

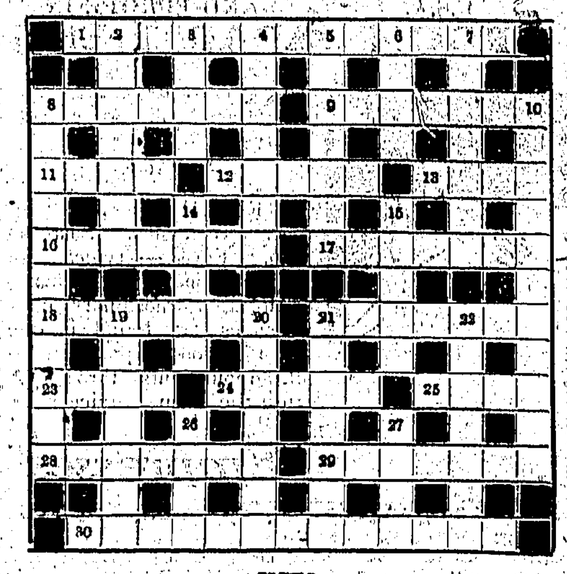
Current and Fixed Deposit Accounts in Local and Foreign Currencies opened for Clients.

Saving Account and Safe Deposit Boxes.

Branches and Agencies all over the world.

KAN TONG PO, Chief Manager.

CROSSWORD PUZZLE.



CLUES.

Across.

1.—When these exceed income look out for trouble.
8.—Sometimes they are seen in the company of tailors.
9.—One who cries over spilt milk.
11.—There isn't such a word.
12.—Four meet in a point. Always replace it.
13.—Here you cross the river in a car.
16.—Hold on! We are taken aback by the blot.
17.—May be animal or vegetable.
18.—Everyone is led into the trap, and we wind up seeing red.
21.—The kind of thing one is apt to do at Westminster at ten o'clock—to encourage.
23.—The beginning and end of an innings.
24.—Make your mark with twenty.
25.—Air.
28.—Neater.
29.—Berkshire town.
30.—Unattainable full aim of Rat Week.
8.—The Bishop's move.
10.—"Demon at door!" Rubbish, mere bluster (anag.).
14.—Boar.
15.—A tell-tale who is also a thief.
19.—The heart of this year's Budget (two words).
20.—Propriety that displays a really proper spirit.
21.—This sounds a hard one (hyphen).
22.—The rent's up, and bother follows, but it's an ill wind.
26.—Sounds like the bay of a dog.
27.—An insect of taste—from the right angle.

The solution will be published to-morrow.

Down.

2.—In this we try to play the game.
3.—Sounds like a popular nose shade when the wind did it on a very cold day.
4.—To say that this foreigner ran round us is wrong.
5.—A prominent feature of Disraeli's coiffure, (hyphen).
6.—See a Scottish river—if you look closely enough.
7.—Wrap up in ten times as much.

YESTERDAY'S SOLUTION.

B	A	C	K	B	I	T	E	R	■	S	■	A	■	C
O	■	A	■	H	■	O	■	E	Q	U	A	L	L	Y
W	H	L	S	H	P	O	O	L	■	P	■	K	■	B
E	■	I	■	C	■	T	■	I	T	E	B	A	T	E
R	■	C	■	O	B	E	S	E	■	R	■	L	■	L
S	C	O	P	E	■	E	■	S	U	B	■	I	D	E
■	H	■	A	■	L	■	■	N	■	C	■	E	■	
P	A	R	L	I	A	M	E	N	T	A	R	I	A	N
■	I	■	L	■	U	■	■	I	■	E	■	K	■	
P	R	■	S	I	D	E	■	B	E	T	W	E	E	N
O	■	R	■	N	■	A	B	I	D	E	■	N	■	A
P	A	R	A	D	E	S	■	N	■	A	■	D	■	N
L	■	A	■	I	■	T	R	A	N	S	P	O	R	T
A	T	T	A	C	H	E	■	R	■	E	■	W	■	E
R	■	A	■	T	■	R	O	Y	A	L	I	S	T	S

WHEN YOU REACH HOME

You will be wondering how things are going out here, what all your friends are doing, who won the tennis league.

THE HONG KONG WEEKLY PRESS

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